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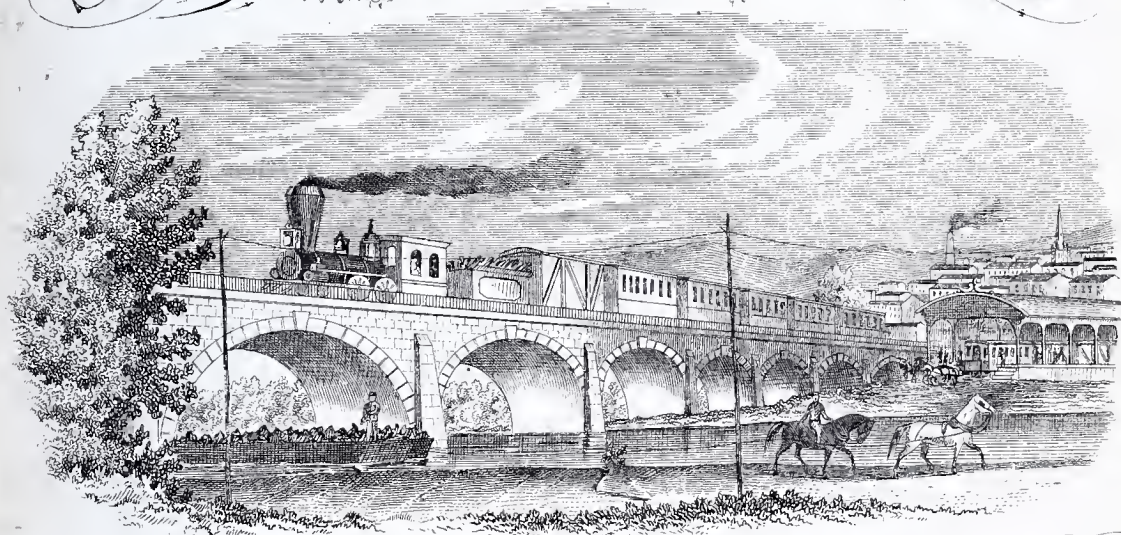
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1868

ANNUAL REPORT
OF THE
Auditor General
OF THE
STATE OF PENNSYLVANIA



AND OF THE
TABULATIONS AND DEDUCTIONS FROM THE REPORTS

OF THE
**RAIL ROAD, CANAL & TELEGRAPH
COMPANIES**

FOR THE
YEAR 1868.

HARRISBURG
BENJ. SINGERLY
STATE PRINTER
1869.

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1868

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REPORT.

AUDITOR GENERAL'S OFFICE, }
HARRISBURG, PA., Feb. 15, 1869. }

*To the Honorable the Senate and House of Representatives of the
Commonwealth of Pennsylvania:*

In obedience to the requirements of the first section of the act of April 4, 1859, entitled "An Act requiring railroad companies to make uniform reports to the Auditor General," the act of April 15, 1863, entitled "An Act requiring canal companies to make yearly reports to the Auditor General," and the act of April 4, 1868, entitled "An Act requiring telegraph companies to make yearly reports to the Auditor General," I herewith transmit copies of the several reports made to this Department, with tabulated results and comparative statements compiled from reports of companies, with a report accompanying the same; also the act approved the 4th day of April, 1868, entitled "An Act to authorize the formation and regulation of railroad corporations."

The following table exhibits the names of the companies to which blank forms were forwarded; of those by which reports were made, the time when the reports were received, and of those which failed to report:

Roads operated by steam:

Name of Company.	Report filed.
Atlantic and Great Western	Jan. 5, 1869.
Bald Eagle Valley	Dec. 19, 1868.
Barelay coal company.....	Dec. 5, 1868.
Bloss coal, mining and railroad, (letter,).....	Jan. 15, 1869.
Bellefonte and Snow Shoe	Dec. 4, 1868.
Buffalo, Corry and Pittsburg.....	Jan. 23, 1869.
Buffalo, Bradford and Pittsburg	Nov. 9, 1868.

Name of Company.	Report filed.
Buffalo and Erie	Nov. 28, 1868.
Catasauqua and Fogelsville	Dec. 1, 1868.
Catawissa	Dec. 5, 1868.
Chester Valley	Jan. 5, 1869.
Chester Creek, (letter,)	Jan. 28, 1869.
Chestnut Hill	Nov. 11, 1868.
Chartiers Valley, (letter,)	Oct. 27, 1868.
Cleveland and Pittsburg	Jan. 29, 1869.
Columbia and Port Deposit	Dec. 28, 1868.
Connecting	Dec. 10, 1868.
Colebrookdale	Nov. 23, 1868.
Cumberland Valley	Dec. 5, 1868.
Delaware and Hudson canal and railroad	Dec. 18, 1868.
Delaware, Lackawanna and Western	Jan. 6, 1869.
East Brandywine and Waynesburg	Jan. 1, 1869.
East Mahanoy	Dec. 17, 1868.
East Pennsylvania	Jan. 4, 1869.
Elmira and Williamsport	Nov. 17, 1868.
Erie	Jan. 13, 1869.
Erie and Pittsburg	Dec. 8, 1868.
Enterprise	Jan. 12, 1869.
Fayette County	Nov. 11, 1868.
Hanover Branch	Dec. 14, 1868.
Harrisburg, Portsmouth, Mount Joy and Lancaster	Dec. 1, 1868.
Hazleton, (letter,)	Jan. 6, 1869.
Hempfield	Dec. 2, 1868.
Huntingdon and Broad Top Mountain	Dec. 4, 1868.
Iron ton	Nov. 27, 1868.
Jamestown and Franklin	Nov. 16, 1868.
Junction	Nov. 30, 1868.
Lackawanna and Bloomsburg	Dec. 23, 1868.
Lake Shore	Dec. 2, 1868.
Lawrence	Jan. 8, 1869.
Lehigh Luzerne, (letter,)	Oct. 13, 1868.
Lehigh and Lackawanna	Dec. 17, 1868.
Lehigh and Susquehanna	Jan. 21, 1869.
Lehigh Valley	Jan. 15, 1869.

Name of Company.	Report filed.
Little Saw Mill Run.....	Dec. 30, 1868.
Littlestown	Dec. 2, 1868.
Little Schuylkill navigation, coal and.....	Nov. 28, 1868.
Lorberry Creek	Dec. 17, 1868.
Lykens Valley	Dec. 10, 1868.
Mahanoy and Broad Mountain	Dec. 22, 1868.
Mifflin and Centre County	Dec. 12, 1868.
Mill Creek and Mine Hill navigation and	Jan. 1, 1869.
Mine Hill and Schuylkill Haven	Dec. 1, 1868.
Mount Carbon	Nov. 21, 1868.
Mount Carbon and Port Carbon.....	Jan. 1, 1869.
Middle Creek.....	Dec. 18, 1868.
Nesquehoning Valley	Dec. 9, 1868.
New Castle and Beaver Valley.....	Dec. 10, 1868.
Northern Central	Feb. 12, 1869.
North Lebanon.....	Dec. 16, 1868.
North Pennsylvania	Dec. 8, 1868.
Oil Creek and Allegheny River.....	Dec. 11, 1868.
Oil Creek	Dec. 15, 1868.
Oil City and Pit-Hole Branch.....	Jan. 21, 1869.
Pennsylvania and New York canal and, (letter,)	Feb. 15, 1869.
Pennsylvania	Jan. 29, 1869.
Pennsylvania coal company	Nov. 12, 1868.
Perkiomen	Dec. 14, 1868.
Philadelphia and Baltimore Central.....	Jan. 20, 1869.
Philadelphia and Erie	Jan. 30, 1869.
Philadelphia and Reading	Jan. 9, 1869.
Philadelphia, Germantown and Norristown.....	Dec. 1, 1868.
Philadelphia and Trenton.....	Dec. 3, 1868.
Philadelphia, Wilmington and Baltimore.....	Jan. 9, 1869.
Pittsburg and Connellsville.....	Jan. 8, 1869.
Pittsburg, Fort Wayne and Chicago	Jan. 6, 1869.
Reading and Columbia	Nov. 28, 1868.
Schuylkill and Susquehanna	Dec. 10, 1868.
Schuylkill Valley navigation and.....	Jan. 1, 1869.
Shamokin Valley and Pottsville.....	Nov. 20, 1868.
Southwark	Jan. 7, 1869.
Sullivan and Erie 'coal, and, (letter,).....	Dec. 12, 1868.

Name of Company.	Report filed.
Summit Branch.....	Dec. 2, 1868.
Tioga	Nov. 18, 1868.
Tyrone and Clearfield.....	Dec. 10, 1868.
West Chester.....	Dec. 30, 1868.
West Chester and Philadelphia.....	Jan. 9, 1869.
Western Pennsylvania.....	Dec. 9, 1868.
Wrightsville, York and Gettysburg.....	Feb. 12, 1869.
Wyoming Gravity.....	Dec. 4, 1868.
Wilmington and Reading.....	Jan. 4, 1869.
Zerbe Valley.....	Jan. 8, 1869.

Passenger railways.

Allentown	Nov. 30, 1868.
Citizens', (Philadelphia,).....	Nov. 7, 1868.
Citizens', (Pittsburg,).....	Dec. 5, 1868.
Easton and South Easton.....	Jan. 5, 1869.
Frankford and Philadelphia, (letter,).....	Nov. 30, 1868.
Frankford and Southwark, (Philadelphia,).....	Nov. 9, 1868.
Germantown, (Philadelphia,).....	Jan. 15, 1869.
Girard College, (Philadelphia,).....	Nov. 28, 1868.
Green and Coates Street, (Philadelphia,).....	Jan. 5, 1869.
Harrisburg City	Jan. 4, 1869.
Hestonville, Mantua and Fairmount, (Philadelphia,).....	Dec. 1, 1868.
Lombard and South Street, (Philadelphia,).....	Dec. 12, 1868.
Oakland and East Liberty.....	Feb. 2, 1869.
People's Street, (Luzerne county,).....	Jan. 7, 1869.
Philadelphia City, (Philadelphia,).....	Jan. 22, 1869.
Philadelphia and Darby, (Philadelphia,).....	Dec. 31, 1868.
Philadelphia and Gray's Ferry, (Philadelphia,)..	Dec. 31, 1868.
Pittsburg, Allegheny and Manchester.....	Nov. 16, 1868.
Pittsburg and Birmingham, (Pittsburg,).....	Jan. 1, 1869.
Ridge Avenue and Manayunk, (Philadelphia,)..	Dec. 26, 1868.
Schuylkill River.....	Dec. 31, 1868.
Second and Third Street, (Philadelphia,).....	Nov. 30, 1868.
Seventeenth and Nineteenth Street, (Philadelphia,).....	Jan. 11, 1869.
Thirteenth and Fifteenth Street, (Philadelphia,).....	Dec. 12, 1868.

Name of Company.	Report filed.
Union, (Philadelphia,).....	Jan. 13, 1869.
West Philadelphia, (Philadelphia,).....	Dec. 9, 1868.
Wilkesbarre and Kingston.....	Dec. 9, 1868.

Canal Companies.

Delaware and Hudson.....	Dec. 21, 1868.
Delaware Division.....	Nov. 9, 1868.
Erie.....	Dec. 8, 1868.
Junction.....	Jan. 11, 1869.
Lehigh coal and navigation.....	Jan. 21, 1869.
Muncy.....	Jan. 14, 1869.
Pennsylvania.....	Jan. 22, 1869.
Schuylkill navigation.....	Jan. 12, 1869.
Susquehanna.....	Jan. 14, 1869.
Union.....	Dec. 18, 1868.
West Branch and Susquehanna.....	Jan. 22, 1869.
Wiconisco.....	Dec. 11, 1868.
Wyoming Valley.....	Dec. 21, 1868.

Telegraph Companies.

Atlantic and Pacific.....	Feb. 6, 1869.
Bankers' and Brokers'.....	Feb. 3, 1869.
Franklin.....	Nov. 16, 1868.
Philadelphia, Reading and Pottsville.....	Jan. 12, 1869.
Philadelphia and Norristown, (letter,).....	Jan. 1, 1869.

J. F. HARTRANFT,

Auditor General.

AN ACT

TO AUTHORIZE THE FORMATION AND REGULATION OF
RAILROAD CORPORATIONS.

SECTION 1. *Be it enacted by the Senate and House of Representatives of the Commonwealth of Pennsylvania in General Assembly met, and it is hereby enacted by the authority of the same,* That any number of citizens of Pennsylvania, not less than nine, may form a company for the purpose of constructing, maintaining and operating a railroad for public use in the conveyance of persons and property, or for the purpose of maintaining and operating any unincorporated railroad already constructed for like public use; and for that purpose may make and sign articles of association, in which shall be stated the name of the company, the number of years the same is to continue, the places from and to which the road is to be constructed or maintained and operated, the length of such road as near as may be, and the name of each county in the State through or into which it is made or intended to be made, the amount of the capital stock of the company, which shall not be less than ten thousand dollars for every mile of road constructed or proposed to be constructed, and the number of shares of which said capital stock shall consist, and the names and places of residence of a president and not less than six nor more than twelve directors of the company, who shall manage its affairs for the first year and until others are chosen in their places; each subscriber to such articles of association shall subscribe thereto his name, place of residence and the number of shares of stock he agrees to take in said company; on compliance with the provisions of the second section of this supplement, such articles of association shall be acknowledged by at least three of the directors before some officer competent to take acknowledgments of deeds in the county where the principal office is designed to be located, and may be filed in the office of the Secretary of the Commonwealth, who shall endorse thereon the day on which they were filed, and record the same in a book to be provided by him for that purpose; and thereupon the said articles of association shall become and be a charter for the said company, and the persons who have so subscribed such articles of association, and all persons who shall become stockholders in such company, shall be a corporation by the name specified in such articles of association or charter, and shall possess the powers and privileges following, to wit:

First. To have succession by its corporate name for the period limited in its articles of association.

Second. To sue and be sued, complain and defend in any court of law or equity.

Third. To make and use a common seal and alter the same at pleasure.

Fourth. To hold, purchase and convey such real and personal estate as the purposes of the corporation shall require, not exceeding the amount limited in the articles of association.

Fifth. To appoint such subordinate officers and agents as the business of the corporation shall require, and to allow them a suitable compensation.

Sixth. To make by-laws not inconsistent with any existing law, for the management of its property and regulation of its affairs, and for the transfer of its stock.

SECTION 2. Such articles of association shall not be filed and recorded in the office of the Secretary of the Commonwealth until at least nine thousand dollars of stock for every mile of railroad proposed to be made is subscribed thereto, and ten per centum paid thereon in good faith and in cash to the directors named in said articles of association, nor until there is endorsed thereon or annexed thereto an affidavit, made by at least three of the directors named in said articles, that the amount of stock required by this section has been in good faith subscribed and ten per centum paid in cash thereon as aforesaid, and that it is intended in good faith to construct or to maintain and operate the road mentioned in such articles of association; which affidavit shall be recorded with the articles of association as aforesaid.

SECTION 3. A copy of any article of association filed and recorded in pursuance of this act, or of the record thereof, with a copy of the affidavit aforesaid endorsed thereon or annexed thereto, and certified to be a copy by the Secretary of the Commonwealth or his Deputy, shall be evidence of the incorporation of such company and of the facts therein stated.

SECTION 4. When such articles of association and affidavit are filed and recorded in the office of the Secretary of the Commonwealth, the directors named in said articles of association shall in case the whole of the capital stock is not before subscribed, keep open books of subscription at their general office and at such other places as they may deem expedient to fill up the capital stock of the company, giving such notice as they may deem expedient, and shall continue to receive subscriptions until the whole capital stock is subscribed; at the time of subscribing every subscriber shall pay to the directors ten per centum of the amount subscribed by him in money, and no subscription shall be received or taken without such payment.

SECTION 5. Whenever the foregoing provisions have been complied with, the persons named as corporators in such articles of association are fully authorized to carry into effect the objects named therein, as fully as any corporation heretofore created under any special act of the Legislature; and

said corporation thus created shall be entitled to exercise all the rights, powers and privileges, and be subject to all the restrictions and liabilities of the act regulating railroad companies, approved the nineteenth day of February, one thousand eight hundred and forty-nine, and the several supplements thereto, as fully and as effectually as if said powers were specially incorporated in said charter; and the said company shall commence the proposed road, if not more than fifty miles in length, with at least one track, within two years from their organization as aforesaid, and prosecute the work on the same with due diligence, and open and complete the same within five years, and shall have an additional six months to complete their road for each twenty-five miles more than the fifty miles aforesaid: *Provided*, The road shall be opened for use in all cases when fifty miles in length of track are laid.

SECTION 6. Whenever any railroad company created and incorporated under the provisions of this act, shall in the opinion of the directors thereof require an increased amount of capital stock in order to complete and equip their road and carry out the full intent and meaning of their charter, they shall, if authorized by a majority of the stockholders, at a meeting called for that purpose, file with the Secretary of the Commonwealth a certificate setting forth the amount of such desired increase, and thereafter such company shall be entitled to have such increased capital as is fixed by said certificate: *Provided*, That the original amount of stock and increased capital shall in no case exceed the sum of sixty thousand dollars per mile.

SECTION 7. The number of managers of any company incorporated in pursuance of this act shall be a president and not less than six nor more than twelve directors, as shall be fixed by the incorporators thereof at their first meeting to choose directors of said company, a majority of whom shall be citizens of this Commonwealth.

SECTION 8. The president and directors of any railroad company created under this act shall have power to borrow money not exceeding the amount of capital stock subscribed, and issue the bonds of the company therefor in such amounts as shall not exceed double the amount actually paid up of the capital stock subscribed, the proceeds whereof shall be actually expended in the construction and equipment of their road; these bonds to be payable at such time not exceeding fifty years after the date thereof, and at such place and at such rate of interest, not exceeding seven per centum, as said directors may deem best, and may secure the payment of said bonds and interest by a mortgage on the said road and franchises.

SECTION 9. Any company incorporated under this act shall have authority to construct such branches from its main line as it may deem necessary to increase its business and accommodate the trade and travel of the public.

SECTION 10. Companies formed under the provisions of this act shall have

the right to construct roads so as to cross at grade the track or tracks of any other railroad in this Commonwealth: *Provided however*, That the cost of making and keeping such crossing in repair shall be borne by the company whose road crosses the track or tracks of another: *And provided further*, That the company whose road crosses the track or tracks of another shall keep at such crossing as many persons as may be requisite to give the necessary signals to prevent accidents.

SECTION 11. Companies whose roads shall be constructed under the provisions of this act shall have the right to connect their roads with roads of a similar character, within this Commonwealth or at the line thereof, upon such terms as may be agreed upon by those who have the management of said roads; and in case of failure of an agreement on the part of those having the management of said roads, then and in that case either of said parties may apply to the court of common pleas within the jurisdiction in which said connection is proposed to be made, whose duty it shall be to appoint a jury of three disinterested men, who shall determine and fix said terms, which, when approved by said court, shall be conclusive.

SECTION 12. This act shall not be so construed as to authorize the formation of street passenger railway companies to construct passenger railways, under or by virtue of its provisions, in any city or borough of this Commonwealth, nor to authorize any corporation, formed under this act, to enter upon and occupy any street, lane or alley in any incorporated city in this Commonwealth, without the consent of such city having been first obtained.

SECTION 13. All acts or parts of acts inconsistent herewith are hereby repealed, so far as they may affect any corporation that may be organized under this act; and the Legislature hereby reserves the right to alter, amend or repeal this act at any time, in such manner, however, as to do no injustice to corporators.

ELISHA W. DAVIS,
Speaker of the House of Representatives.

JAMES L. GRAHAM,
Speaker of the Senate.

APPROVED—The fourth day of April, Anno Domini one thousand eight hundred and sixty-eight.

JNO. W. GEARY.



TABULATED RESULTS
COMPILED FROM REPORTS OF COMPANIES.

TABLE A.—STOCK AND DEBT.

NAME OF COMPANY.	Capital stock as author. by law.	Am't of stock subscribed.	Am't paid in as by last report.	Total am't now paid in of capi- tal stock.	Funded debt as per last report.
Bald Eagle Valley.....	\$1,000,000 00	\$550,000 00	\$550,000 00	\$550,000 00	\$488,000 00
Barclay.....	1,000,000 00	1,000,000 00	984,800 00	1,000,000 00	135,000 00
Bellefonte and Snow Shoe.....	1,000,000 00	600,000 00	600,000 00	600,000 00	99,000 00
Buffalo, Cory and Pitsburg.....	1,000,000 00	442,497 50	.....	428,717 50	.....
Buffalo, Bradford and Pitsburg.....	.....	.....	1,100,000 00	2,286,000 00	1,766,000 00
Buffalo and Erie.....	6,000,000 00	6,000,000 00	5,000,000 00	6,000,000 00	1,000,000 00
Catawauqua and Fogelsville.....	402,875 00	402,875 00	380,225 00	402,875 00	.....
Catawissa.....	.....	3,359,500 00	3,359,500 00	3,359,500 00	262,500 00
Chester Valley.....	871,900 00	871,900 00	871,900 00	871,900 00	500,000 00
Chestnut Hill.....	120,650 00	120,650 00	120,650 00	120,650 00	.....
Cleveland and Pitsburg.....	5,958,625 00	5,958,625 00	5,411,925 00	5,958,625 00	3,964,000 00
Columbia and Port Deposit.....	.....	220,000 00	.....	203,172 11	.....
Connecting.....	1,800,000 00	100,000 00	100,000 00	100,000 00	1,000,000 00
Colebrookdale.....	500,000 00	100,000 00	.....	11,105 00	.....
Cumberland Valley.....	2,110,000 00	50,000 00	1,316,900 00	1,316,900 00	384,000 00
Delaware, Lackawanna and Western.....	.....	.....	13,386,020 00	14,100,600 00	3,303,000 00
East Brandywine and Waynesburg.....	285,000 00	91,150 00	89,800 00	89,800 00	168,000 00
East Mahanoy.....	500,000 00	392,550 00	392,550 00	392,550 00	.....
East Pennsylvania.....	700,000 00	654,600 00	654,600 00	654,600 00	574,900 00
Elmira and Williamsport.....	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00	1,620,000 00
Erie.....	.....	46,302,210 00	.....	46,302,210 00	.....
Erie and Pitsburg.....	1,000,000 00	967,900 00	664,300 00	967,900 00	1,270,200 00
Enterprise.....	500,000 00	339,625 00	158,750 00	276,700 00	.....
Fayette County.....	1,500,000 00	100,000 00	90,000 00	130,000 00	.....
Hanover Branch.....	500,000 00	116,850 00	116,850 00	116,850 00	.....
Harrisburg, Portsmouth, Mount Joy and Lancaster.....	2,500,000 00	1,182,550 00	1,182,550 00	1,182,550 00	700,000 00
Hempfield.....	.....	1,880,365 00	1,809,565 13	1,809,565 13	500,000 00
Huntingdon and Broad Top Mountain.....	1,350,000 00	.....	685,130 03	689,380 03	1,656,245 00
Ironton.....	500,000 00	400,000 00	400,000 00	400,000 00	150,000 00
Jamestown and Franklin.....	1,000,000 00	.....	.....	602,827 50	.....
Junction.....	250,000 00	180,250 00	155,250 00	180,250 00	800,000 00
Lackawanna and Bloomsburg.....	1,900,000 00	1,335,000 00	1,335,000 00	1,335,000 00	2,273,295 00
Lake Shore, (formerly Cleveland, Painesville and Ashtabula,).....	15,000,000 00	8,750,000 00	8,750,000 00	8,750,000 09	2,500,000 00
Lawrence.....	.....	150,400 00	.....	150,400 00	.....
Lehigh and Lackawanna.....	1,000,000 00	.....	375,100 00	375,100 00	200,000 00

Lehigh Valley.....	250,000 00	83,745 95	10,731,400 00	16,053,150 00	1,437,000 00
Little Saw Mill Run.....	75,000 00	53,750 00	83,562 00	83,745 95	48,166 67
Littlestown.....		2,646,100 00	46,225 00	2,646,100 00	868,000 00
Little Schuylkill navigation, coal and.....		52,050 00	52,050 00	52,050 00	30,000 00
Lorberry Creek.....	600,000 00	1,877,500 00	676,915 00	1,874,465 00	250,000 00
Lykens Valley.....	100,000 00	68,175 00	59,479 27	62,212 50	145,500 00
Mahanoy and Centre County.....					
Mill Creek and Nine Hill navigation and, (leased to Philadel- phia and Reading railroad company,).....	323,375 00	323,375 00	323,375 00	323,375 00	
Mine Hill and Schuylkill Haven.....	3,775,600 00	3,775,600 00	3,775,600 00	3,775,600 00	
Mount Carbon.....	200,000 00	200,000 00	200,000 00	200,000 00	
Mount Carbon and Port Carbon, (leased to P. and R. R. co.,)	282,350 00	282,350 00	282,350 00	282,350 00	
Middle Creek.....	500,000 00	250,000 00		100,000 00	
Nesquehoning Valley.....	500,000 00	305,500 00	63,940 00	63,990 00	
New Castle and Beaver Valley.....	300,000 00	300,000 00	233,300 00	236,666 67	178,700 00
Northern Central.....	8,000,000 00	4,798,900 00	4,648,900 00	4,798,900 00	5,182,000 00
North Lebanon.....	150,000 00	150,000 00	300,000 00	300,000 00	
North Pennsylvania.....	1,500,000 00	3,150,150 00	3,150,000 00	3,150,000 00	3,292,154 00
Oil Creek and Allegheny River, (Warren and Franklin, Far- mers' and Oil Creek companies consolidated,).....	4,259,450 00	4,259,450 00		4,259,450 00	
Oil Creek.....	*100,000 00	753,150 00	753,150 00	753,150 00	556,000 00
Oil City and Pit-Hole Branch.....	500,000 00	485,000 00			
Pennsylvania.....	35,000,000 00	27,200,487 50	21,045,750 00	27,040,762 50	13,311,840 00
Pennsylvania coal company.....	3,350,329 00	3,200,000 00	3,200,000 00	3,200,000 00	597,500 00
Perkmen.....	50,000 00	39,650 00	25,150 00	37,305 00	126,900 00
Philadelphia and Baltimore Central.....	2,000,000 00	225,000 00	218,000 00	218,000 00	800,000 00
Philadelphia and Erie.....	10,000,000 00	6,500,000 00	5,996,700 00	6,004,200 00	13,000,000 00
Philadelphia and Reading.....			23,836,101 35	26,301,351 74	6,560,825 17
Philadelphia, Germantown and Norristown.....			1,535,550 00	1,587,700 00	116,100 00
Philadelphia, Wilmington and Norristown.....			1,099,120 00	1,259,120 00	200,000 00
Philadelphia, Trenton.....			9,058,300 00	9,084,300 00	1,826,000 00
Pittsburg and Connellsville.....			1,776,129 43	1,793,926 43	1,500,000 00
Pittsburg, Fort Wayne and Chicago.....			11,497,402 35	11,500,000 00	12,564,500 00
Reading and Columbia.....			505,748 09	505,848 09	1,000,000 00
Schuylkill and Susquehanna.....	600,000 00	511,400 00	1,239,150 00	1,269,150 00	97,000 00
Schuylkill Valley navigation and, (leased to P. and R. R. co.,)	1,600,000 00	1,269,150 00	576,050 00	576,050 00	700,000 00
Shamokin Valley and Pottsville.....	1,500,000 00	869,450 00	869,450 00	869,450 00	559,000 00
Southward.....	200,000 00	200,000 00	58,468 00	58,468 00	250,500 00
Summit Branch.....	2,750,000 00	2,500,000 00	2,500,000 00	2,500,000 00	
Tioga.....	*125,000 00	124,950 00	576,400 00	576,400 00	
Tyrone and Clearfield.....	1,000,000 00	510,000 00		510,000 00	
West Chester.....	165,000 00	165,000 00	165,000 00	165,000 00	

TABLE A.—STOCK AND DEBT—Continued.

NAME OF COMPANY.	Capital stock as author. by law.	Am't of stock subscribed.	Am't paid in as by last report.	Total am't now paid in of capi- tal stock.	Funded debt as per last report.
West Chester and Philadelphia.....	\$1,600,000 00	.....	\$684,035 83	\$684,035 83	\$962,600 00
Western Pennsylvania.....	3,000,000 00	\$822,450 00	1,022,450 00	1,022,450 00	1,283,600 00
Wilmington and Reading.....	800,000 00	800,000 00	.....	413,290 00	.....
Wrightsville, York and Gettysburg.....	1,500,000 00	317,050 00	317,050 00	317,050 00	52,000 00
Wyoming Gravity, surveyed and partly located.....	2,500,000 00	.....	18,760 00	18,760 00	.....
	148,433,254 00	169,653,360 95	168,538,476 48	230,915,968 98	92,815,025 84

* With power to increase.

TABLE A—STOCK AND DEBT—Continued.

NAME OF COMPANY.	Total am't now of funded debt.	Floating debt as by last report.	The am't now of floating debt.	Total amount now of floating and fun'd debt.	Rate per ct. per an. of in- terest, &c.
Bald Eagle Valley.....	\$482,000 00	.....	.....	\$482,000 00	6 ¹ / ₂
Barelay	134,500 00	\$25,000 00	.....	134,500 00	7
Bellefonte and Snow Shoe.....	99,000 00	2,144 47	.....	99,000 00	6
Buffalo, Corry and Pittsburg.....	700,000 00	.....	\$376,234 17	1,076,234 17	7
Buffalo, Bradford and Pittsburg.....	580,000 00	.....	.....	580,000 00	7
Buffalo and Erie.....	3,700,000 00	.....	.....	3,700,000 00	7
Catsaquia and Fogelsville.....	.....	.....	271,232 61	271,232 61	7
Catawissa.....	371,000 00	.....	.....	371,000 00	7
Chester Valley.....	920,000 00	.....	.....	920,000 00	7
Cleveland, Painesville and Ashtabula.....	.....	.....	.....	.....	.....
Cleveland and Pittsburg.....	.....	.....	.....	.....	.....
Columbia and Port Deposit.....	.....	.....	.....	.....	.....
Connecting.....	4,197,000 00	.....	.....	4,197,000 00	6,7
Colebrookdale.....	1,000,000 00	900,035 13	83,000 00	83,000 00	6
Cumberland Valley.....	59,300 00	.....	1,178,300 00	2,178,300 00	6
Delaware, Lackawanna and Western.....	352,400 00	356,100 00	.....	60,200 73	6,8
East Brandywine and Waynesburg.....	3,683,000 00	708,205 31	1,008,161 95	4,691,161 95	7
East Pennsylvania.....	168,000 00	2,000 00	2,000 00	170,000 00	7
Elmira and Williamsport.....	506,900 00	.....	.....	506,900 00	7
Elrie	1,620,000 00	.....	.....	1,620,000 00	5,7
Erie and Pittsburg	23,398,800 00	.....	4,893,735 81	28,242,535 81	7
Harrisburg, Portsmouth, Mount Joy and Lancaster, (leased to Penn- sylvania railroad company),	2,450,132 00	578,250 92	62,103 32	2,521,235 32	7
Hempfield	700,000 00	.....	.....	700,000 00	6
Huntingdon and Broad Top Mountain.....	500,000 00	100,000 00	100,000 00	600,000 00	6
Ironton	1,810,044 94	.....	.....	1,810,044 94	7,6
Jamestown and Franklin.....	150,000 00	.....	.....	150,000 00	7
Junction.....	500,000 00	567,966 23	589,641 71	1,089,641 71	7
Lackawanna and Bloomsburg	800,000 00	.....	.....	800,000 00	6
Lake Shore	2,248,090 00	68,880 00	68,619 00	2,316,709 00	7,10
Lawrence	2,500,000 00	.....	.....	2,500,000 00	7
Lehigh and Lackawanna.....	360,000 00	.....	27,000 00	387,000 00	7
Lehigh Valley.....	300,000 00	.....	20,000 00	320,000 00	7
Little Saw Mill Run.....	2,985,000 00	866,111 00	1,013,563 25	3,998,563 25	6
Little Schuylkill navigation, coal and.....	42,166 67	674 86	2,895 05	45,061 72	7
Lorberry Creek.....	807,500 00	.....	.....	807,500 00	7
	30,000 00	.....	.....	30,000 00	6

TABLE A—STOCK AND DEBT—Continued.

NAME OF COMPANY.	Total am't now of funded debt.	Floating debt as by last report.	The am't now of floating debt.	Total amount now of floating and fun'd debt.	Rate per ct. per an. of in- terest, &c.
Mahanoy and Broad Mountain.....	\$250,000 00	\$114,000 00	\$180,000 00	\$430,000 00	6
Mifflin and Centre County.....	172,500 00	10,000 00	12,500 00	185,000 00	6
New Castle and Beaver Valley.....	154,500 00	4,000 00	3,000 00	157,500 00	7
Northern Central.....	6,191,500 00	647,507 38	232,955 56	6,424,455 56	6
North Pennsylvania.....	3,463,839 00	.....	.....	3,463,839 00	6-7, 10
Oil Creek and Allegheny River.....	3,170,000 00	.....	.....	3,170,000 00	7
Oil Creek.....	580,000 00	.....	.....	580,000 00	7
Pennsylvania.....	14,915,568 00	591,555 24	50,000 00	14,965,568 00	6
Pennsylvania coal company.....	597,500 00	385,750 00	375,000 00	972,500 00	7
Perkiomen.....	255,700 00	38,000 00	193,360 87	449,060 87	6
Philadelphia and Baltimore Central.....	800,000 00	62,500 00	212,500 00	1,012,500 00	7
Philadelphia and Erie.....	13,000,000 00	22,473 00	328,633 00	13,328,633 00	6½
Philadelphia and Reading.....	7,030,225 17	.....	.....	7,030,225 17	6, 7
Philadelphia, Gormantown and Norristown.....	63,950 00	.....	.....	63,950 00	6
Philadelphia, Wilmington and Baltimore.....	2,330,000 00	.....	107,500 00	2,437,500 00	6
Pittsburg and Connellsville.....	5,500,000 00	74,862 97	75,584 55	5,575,584 55	6, 7
Pittsburg, Fort Wayne and Chicago.....	12,563,000 00	83,778 39	139,986 76	12,702,986 76	7
Reading and Columbia.....	1,000,000 00	740,935 33	919,749 47	1,919,749 47	7
Schuylkill and Susquehanna.....	97,000 00	149,218 54	148,577 87	245,577 87	.....
Shamokin Valley and Pottsville, (leased to North'n Cent'l R. W. Co.,) Sum mit Branch.....	700,000 00	.....	.....	700,000 00	7
Tioga.....	528,000 00	8,274 67	22,823 97	550,823 97	6
West Chester and Philadelphia.....	250,500 00	35,000 00	.....	250,500 00	7
Western Pennsylvania.....	959,600 00	133,965 80	111,199 00	1,070,799 00	7½
Wilmington and Reading, (unfinished,) Wrightsville, York and Gettysburg.....	1,800,000 00	630,918 73	324,381 30	2,124,381 30	6
	68,200 00	.....	.....	68,200 00	7
	.....	24,332 61	76,484 79	76,484 79	.....
	134,605,415 78	7,932,440 58	13,211,624 74	147,767,040 52	.....

TABLE B.—CHARACTERISTICS OF ROAD.

NAME OF COMPANY.	Cost of road and equip- ment.....	Length of main line (laid).....	Length of main line in the State, as near as can be ascertain- ed	Gauge of road.....	Weight of rail per yd. on main track.....	No. of branch roads..	No. of engine houses and shops.....	No. of engines.....	No. of first class pas- senger cars.	No. of baggage, mail and express cars.....
Atlantic and Great Western.....	.....	387	93	6	56-65	3	14	156	92	37
Bald Eagle Valley.....	\$1,050,000 00	51	51	4 $8\frac{1}{2}$	45	1	.....	.....	.....	.....
Barclay, (leased to Towanda coal company,).....	.....	16	16	4 $8\frac{1}{2}$	50	.....	.....	4	.....	2
Bellefonte and Snow Shoe.....	442,058 87	21	21	4 $8\frac{1}{2}$	45	2	3	4	2	.....
Buffalo, Corry and Pittsburgh.....	1,431,465 73	42	7	4 9 $\frac{1}{2}$	56	.....	1	6	5	2
Buffalo, Bradford and Pittsburgh.....	2,860,000 00	26	16	6	45-62	.....	.....	.....	.....	.....
Buffalo and Erie.....	6,718,800 71	88	19	4 10	60	.....	4	42	22	15
Catsaquia and Fogelsville	708,322 17	20	20	4 $8\frac{1}{2}$	50-57	1	2	6	3	2
Catawissa, (leased to Western Central railroad and Atlantic and Great Western railway companies,).....	3,744,000 00	65	65	4 $8\frac{1}{2}$	56	3	6	21	9	4
Chester Valley.....	.....	21	21	4 $8\frac{1}{2}$	45-55	.....	1	.....	.....	.....
Chestnut Hill.....	120,650 00	4	4	4 $8\frac{1}{2}$	50	.....	.....	.....	.....	.....
Cleveland and Pittsburgh.....	10,317,622 18	167	16	4 10	60	2	11	67	31	49
Columbia and Port Deposit.....	150,000 00	4	4	4 $8\frac{1}{2}$	56	.....	.....	.....	.....	.....
Connecting	2,178,300 00	6	6	4 9 $\frac{1}{2}$	67	.....	.....	.....	.....	.....
Colebrookdale, (in process of construction,).....	54,601 54	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cumberland Valley.....	1,463,237 05	74	74	4 $8\frac{1}{2}$	50	.....	5	16	14	6
Delaware and Hudson canal and railroad.....	2,387,577 81	32	32	4 3	40	1	5	40*	7	3
Delaware, Lackawanna and Western	13,988,875 97	113	113	6	65	.....	8	98	15	8
East Brandywine and Waynesburg.....	259,000 00	17	17	4 $8\frac{1}{2}$	45-55	.....	1	.....	.....	.....
East Mahanoy.....	391,603 93	7	7	4 $8\frac{1}{2}$	60	.....	.....	.....	.....	.....
East Pennsylvania.....	1,912,850 60	36	36	4 $8\frac{1}{2}$	52-64	.....	3	14	8	5
Elmira and Williamsport, (leased to Northern Cen- tral railway company,).....	2,620,000 00	78	70	4 $8\frac{1}{2}$	56	.....	3	.....	.....	.....
Erie.....	56,486,605 97	459	42	.....	64-70	.....	40	371	157	60
Erie and Pittsburgh.....	2,900,571 91	81	81	4 10	56	2	6	19	11	3
Enterprise.....	297,479 41	6	6	4 $8\frac{1}{2}$	50-64	6	1	.....	.....	.....
Fayette County	130,000 00	12	12	4 8 $\frac{1}{2}$	43	.....	2	.....	.....	.....
Hanover Branch.....	253,815 92	12	12	4 $8\frac{1}{2}$	50	2	4	5	3	1

TABLE B.—CHARACTERISTICS OF ROAD—Continued.

NAME OF COMPANY.	Cost of road and equip- ment.	Length of main line (laid).....	Length of main line in the State, as near as can be ascertain- ed.....	Gauge of road.....	Weight of rail per yd. on main track.....	No. of branch roads..	No. of engine houses and shops.....	No. of engines.....	No. of first class pas- senger cars.....	No. of baggage, mail and express cars.....
Hempfield.....	\$1,557,798 94	76	17	4 8 $\frac{1}{2}$	60	.....	2	3	2	1
Huntingdon and Broad Top Mountain.....	2,201,675 24	44	44	4 8	56-60	3	6	13	3	3
Ironton	268,000 00	10	10	4 8 $\frac{1}{2}$	50-57	.....	1	2	.....	.....
Jamestown and Franklin.....	1,643,127 69	43	43	4 10	55-60	1	5	.....	.....	.....
Junction.....	892,751 43	4	4	4 8 $\frac{1}{2}$	67	.....	.....	.....	.....	.....
Lackawanna and Bloomsburg.....	3,753,744 00	80	80	4 8 $\frac{1}{2}$	56-70	.....	9	20	6	3
Lake Shore.....	4,868,427 13	95	25	4 9 $\frac{1}{2}$	60	2	7	44	23	16
Lawrence, (operated by Pittsburg, Fort Wayne and Chicago railroad company,).....	*399,409 66	17	9	4 10	60	.....	.....	.....	.....	.....
Lehigh and Lackawanna, (operated by Lehigh coal and navigation company,).....	.....	15	15	4 8 $\frac{1}{2}$	50	.....	1	1	13	8
Lehigh and Susquehanna.....	13,570,597 27	105	105	4 8	60	4	10	53	22	11
Lehigh Valley.....	17,541,839 03	101	75	4 8	57-60	7	27	119	.....	.....
Little Saw Mill Run.....	91,011 44	3	3	4 8	50	.....	3	3	.....	.....
Littlestown	76,000 00	7	7	4 8 $\frac{1}{2}$	50-56	.....	1	.....	.....	.....
Little Schuylkill navigation, coal and.....	1,466,283 14	28	28	4 8	60	2	3	60	.....	.....
Lorberry Creek.....	82,050 00	5	5	4 8 $\frac{1}{2}$	60	1	.....	.....	.....	.....
Lykens Valley.....	600,000 00	21	21	4 8	50-56	.....	.....	3	1	.....
Mahanoy and Broad Mountain, (equipped and op- erated by Philadelphia and Reading R. R. co.,).....	2,088,243 68	12	12	4 8 $\frac{1}{2}$	62-64	8	6	.....	.....	.....
Mifflin and Centre County.....	252,491 21	12	12	4 8 $\frac{1}{2}$	45	.....	2	.....	.....	.....
Mine Hill and Schuylkill Haven, (leased to Phila- delphia and Reading railroad company,).....	.....	135	135	4 8 $\frac{1}{2}$	60-62	.....	.....	.....	.....	.....
Mount Carbon, (equipped and worked by Philadel- phia and Reading railroad company,).....	203,259 58	7	7	4 8 $\frac{1}{2}$	50	.....	.....	.....	.....	.....
Middle Creek, (partly graded,).....	100,600 00	.....	.....	.....	.....	.....	.....	.....	.....	.....
Nesquehoning Valley, (in process of construction,).....	42,213 21	.....	.....	.....	.....	.....	.....	.....	.....	.....
New Castle and Beaver Valley.....	425,007 29	14	14	4 10	56	.....	2	1	.....	.....
Northern Central.....	12,011,761 18	138	102	4 8 $\frac{1}{2}$	64	3	4	111	60	42

North Lebanon.....	339, 929 76	8	4	8½	50-64	1	1	3	27	15
North Pennsylvania.....	6, 669, 591 07	55	4	8½	56-64	2	7	26	13	4
Oil Creek and Allegheny River.....	7, 549, 786 93	96	48½	4 9e6	50-56	1	8	28	9	3
Oil Creek.....	2, 534, 714 23	37	4	8½	56	.....	6	15	2	1
Oil City and Pit-Hole Branch.....	.....	7	.....	.....	56-62	.....	2	2	168	99
Pennsylvania.....	29, 761, 532 65	354	4	8½	64-67	14	8	434	4	.....
Pennsylvania coal company.....	2, 000, 000 00	47	4	8½	36	1	27	23†	.....	.....
Perkiomen, (leased to Phila. and Reading R. R. co.,)	417, 332 82	10	4	8½	56	.....	.....	4	4	2
Philadelphia and Baltimore Central.....	1, 336, 551 34	90	4	8½	50-57	.....	11	95	34	18
Philadelphia and Erie.....	19, 550, 997 78	287	4	8½	56	.....	34	269	84	34
Philadelphia and Reading.....	27, 636, 100 50	147	4	8½	64	16	4	22	44	7
Philadelphia, Germantown and Norristown.....	1, 491, 459 03	17	4	8½	50-67	2	4	47	.....	41
Philadelphia and Trenton.....	1, 379, 164 17	26	4	10	60-62	1	4	15	90	5
Philadelphia, Wilmington and Baltimore.....	11, 224, 605 95	95	4	8½	50-68	7	7	13	13	54
Pittsburg and Connellsville.....	2, 590, 070 58	58	4	8½	50-60	1	8	294	94	1
Pittsburg, Fort Wayne and Chicago.....	23, 247, 488 52	468	4	10	60	3	20	8	7	3
Reading and Columbia.....	2, 134, 616 59	40	4	8½	54-56	1	2	7	1	.....
Schuylkill and Susquehanna.....	1, 299, 845 54	54	4	8½	56-64	.....	4	.....	.....	.....
Shamokin Valley and Pottsville.....	.....	28	4	8½	52-56	.....	4	.....	.....	.....
Southwark, (leased to Phila., W. & B. R. R. co.,)	.....	2	4	8½	50-56	2	5	5	1	1
Summit Branch.....	988, 902 37	21	4	8½	57-64	1	5	19	4	.....
Tioga.....	1, 118, 428 62	30	6	8½	45-64	2	.....	.....	.....	.....
Tyrone and Clearfield.....	.....	37	4	8½	50	.....	2	.....	.....	.....
West Chester, (leased to W. C. & Phila. R. R. co.,)	.....	9	4	8	50-65	1	2	10	17	4
West Chester and Philadelphia.....	1, 626, 666 96	26	4	8½	56	1	6	.....	.....	.....
Western Pennsylvania.....	3, 049, 056 69	42	4	4.71	.....	1	.....	.....	.....	.....
Wrightsville, York and Gettysburg, (equipped by Northern Central railway company,)	393, 534 79	13	4	8½	56	.....	.....	.....	.....	.....
.....	324, 876, 376 60	4, 921	.....	.....	.....	111	390	2, 469	1, 155	574

* Thirty stationery engines.

† Stationery engines.

TABLE B.—CHARACTERISTICS OF ROAD—Continued.

	No. of freight cars or trucks..	No. of coal, ore and stone cars	No. of iron bridges...	No. of wooden bridges	No. of stone bridges..	No. of depots or stations.....	No. of wood and water stations	Value of real estate held by the company.....
Atlantic and Great Western		3,370	4	130		73	69	\$10,000 00
Bald Eagle Valley, (leased to Pennsylvania railroad company.)	14	245		67		17	4	
Barclay	6	52		11		6	3	
Bellefonte and Snow Shoe.....	23					9	3	
Buffalo, Corv and Pittsburg.....	946			10		8		
Buffalo, Bradford and Pittsburg. (leased to Erie railroad company, N. York.) ..	18	400	5	1	3	16	7	21,000 00
Cataqua and Fogelsville	435	50		11		19	11	
Catawissa				32	26	16	2	3,000 00
Chester Valley, (leased to Philadelphia and Reading railroad company.)				3	1	8		
Chestnut Hill, (leased to and equipped by Philadelphia, Germantown and Norristown railroad company.)	384	821	1	63	42	53	24	
Cleveland and Pittsburg.....								10,000 00
Columbia and Port Deposit.....								215,000 00
Connecting, (leased to and operated by Phila. and Trenton railroad co.) ..	222		7		2		1	
Cumberland Valley.....	167	3,130	3	1	2	8	6	
Delaware and Hudson canal and railroad	748	5,972		16	5	8	3	
Delaware, Lackawanna and Western				13		20	28	
East Brandywine and Waynesburg. (leased to Penn'a railroad company.) ..				6		8	2	2,500 00
East Mahanoy, (leased to and equipped by Phila. and Reading railroad co.) ..						1	1	
East Pennsylvania.....	125		1	2	14	13	5	
Elmira and Williamsport				27				
Erie.....	6,040							
Erie and Pittsburg.....	30	568		8		19	3	400,000 00
Enterprise, (operated by Philadelphia and Reading railroad company.)				3		3	1	
Fayette County, (rented to Pittsburg and Connellsville railroad company) ..				22		5	1	1,000 00
Hanover Branch.....	10			11		5	2	4,600 00
Hempfield.....	2	11		12	1	6	4	104,899 96
Huntingdon and Broad Top Mountain	7	50		40		13	3	
Ironton.....				5			3	300,000 00

RAILROAD REPORT.

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Janiestown and Franklin, (leased to Cleveland, Paines'ile, and Astabula R. R.,) Junction.			8	13	7	35,000 00
Lackawanna and Bloomsburg	89 966	1,408 141	4 1	3 1	28 19 12	
Lawrence					2	
Lehigh and Susquehanna.....	559	2,774	10	19	38	
Lehigh Valley.....	515	4,488	10	63	53	
Little Saw Mill Run		45				
Littlestown.....						83,625 00
Little Schuylkill navigation, coal and (worked by Phila. and Reading R. R.)			3	2	2	500 00
Lorberry Creek, (operated by Philadelphia and Reading railroad company,)			1		3	915,657 82
Lykens Valley.....						
Mahanoy and Broad Mountain.....	1		1	4	3	20,000 00
Mifflin and Centre County, (leased to Pennsylvania railroad company,).....			6	13	10	74,958 32
New Castleand Beaver Valley, (leased to Pittsburg, Ft. Wayne and Chicago R.R.,)				11	10	3,000 00
Northern Central.....		4				
North Lebanon.....	1,636	1,750	28	2	7	
North Pennsylvania.....	60				16	600 00
Oil Creek and Allegheny River.....	315	224	3	2	12	721,132 14
Oil Creek.....	293				31	15,000 00
Oil City and Pit-Hole Branch.....	128				24	8
Pennsylvania.....	25				12	5,000 00
Pennsylvania coal company.....	5,490	718	147	17	5	3,000 00
Pennsylvania and Baltimore Central.....	50	2,000			147	
Philadelphia and Erie.....	63				5	
Philadelphia and Reading.....	1,406	49	2		20	
Philadelphia, Germantown and Norristown.....	1,538	6,672	24	54	76	
Philadelphia and Trenton.....	144		1	9	32	
Philadelphia, Wilmington and Baltimore.....					16	441,807 59
Pittsburg and Connellsville.....	897				7	329,063 11
Pittsburg, Fort Wayne and Chicago.....	70	15	1	8	23	
Reading and Columbia.....	2,581	300	12	93	38	283,107 80
Schuylkill and Susquehanna.....	37				37	
Shamokin Valley and Pottsville.....	77	18	2	2	107	59,547 97
Summit Branch.....					50	
Tioga.....	1		1	3	5	
Tyone and Clearfield, (leased to Pennsylvania railroad company,).....	32	262			12	24,908 13
West Chester and Philadelphia.....					5	10,000 00
Western Pennsylvania, (leased to Pennsylvania railroad company,).....	50		5	16	22	10,000 00
Wrightsville, York and Gettysburg.....				19	23	56,152 39
				5	1	
	25,798	35,557	281	1,357	1,262	4,163,960 23

* Includes freight cars.

TABLE C.—DOINGS OF THE YEAR.

NAME OF COMPANY.	DOINGS OF THE YEAR IN TRANSPORTATION.			
	Number of through passengers for the year on main road..	Number of passengers (all classes) carried in cars.....	Number of tons of 2,000 lbs. of through freight for the year on main road.....	Gross amount of tonnage for the year....
Atlantic and Great Western.....	93,985	636,824	310,246	1,746,527
Barclay.....	*4,932	*8,950	*52,868	*52,868
Belleville and Snow Shoe.....	7,292	24,846	.....	77,815
Buffalo, Corry and Pittsburg.....	.....	69,088	.....	94,196
Buffalo and Erie.....	.....	450,949	.....	762,914
Catawissa and Fogelsville.....	10,294	10,294	.....	234,975
Catawissa.....	.....	.....	.....	356,554
Chestnut Hill.....	268,342	268,342	.....	.....
Cleveland and Pittsburg.....	71,974	582,164	332,371	979,863
Cumberland Valley.....	281,134	281,134	.....	244,480
Delaware and Hudson canal and railroad.....	19,993	66,657	15,147	1,650,147
Delaware, Lackawanna and Western.....	3,763	191,888	10,160	2,128,512
East Pennsylvania.....	144,109	293,720	272,697	481,273
Elmira and Williamsport.....	31,815	96,421	236,699	271,649
Erie.....	.....	2,194,348	.....	8,608,243
Erie and Pittsburg.....	7,501	147,041	85,560	434,005
Hanover Branch.....	25,039	34,841	81,320	85,647
Hempfield.....	.....	19,363	.....	13,040
Huntingdon and Broad Top Mountain.....	4,897	27,812	.....	296,895
Ironton.....	.....	.....	.....	129,015
Junction.....	.....	179,730	.....	1,008,270
Lackawanna and Boonsburg.....	3,392	221,541	6,100	1,058,672
Lake Shore.....	228,293	417,280	753,990	1,058,990
Lawrence.....	.....	134,750	.....	158,725
Lehigh and Susquehanna.....	4,077	202,584	.....	1,038,694
Lehigh Valley.....	.....	688,584	.....	4,064,037

Little Saw Mill Run.....	5,400	5,400	13,179	123,642
Littlestown.....	13,272	687,997	164,368	13,179
Mount Carbon.....	81,505	746,911	192,084	181,448
Northern Central.....		247,647	476,334	1,506,745
North Lebanon.....		247,507	476,334	241,532
North Pennsylvania.....		435,607	476,334	476,334
Oil Creek and Allegheny River.....		8,395	476,334	476,334
Oil Creek.....		3,747,178	476,334	476,334
Oil City and Pit-Hole Branch.....			476,334	476,334
Pennsylvania.....			476,334	476,334
Pennsylvania coal company.....			476,334	476,334
Philadelphia and Baltimore Central.....			476,334	476,334
Philadelphia and Erie.....			476,334	476,334
Philadelphia and Reading.....			476,334	476,334
Philadelphia, Germantown and Norristown.....			476,334	476,334
Philadelphia and Trenton.....			476,334	476,334
Philadelphia, Wilmington and Baltimore.....			476,334	476,334
Pittsburg and Conneltsville.....			476,334	476,334
Pittsburg, Fort Wayne and Chicago.....			476,334	476,334
Reading and Columbia.....			476,334	476,334
Schuylkill and Susquehanna.....			476,334	476,334
Shamokin Valley and Pottsville.....			476,334	476,334
Summit Branch.....			476,334	476,334
Tioga.....			476,334	476,334
West Chester and Philadelphia.....			476,334	476,334
Wrightsville, York and Gettysburg.....			476,334	476,334
	4,499,785	22,178,078	6,195,690	42,754,936

* Ten months.

† Eight months.

‡ Four months.

TABLE D.—THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

NAME OF COMPANY.	Anthracite coal.....	Bituminous coal.....	Petroleum.....	Pig iron	Railroad iron.....	Other iron or castings...	Iron and other ores.....	Lime and limestone.....
Barelay	*50,800	.....	.....	.....	25	.....	.....
Bellefonte and Snow Shoe.....	60,149	.....	.....	.....	.....	.....	.....
Buffalo, Corry and Pittsburgh
Catsauqua and Fogelsville.....	1,008	65,087	3,190	200	276	104,497	82,312
Cleveland and Pittsburg.....	*70,697	.....	21,362	9,162	.....	.....	1,295
Cumberland Valley.....	447,850	10,525	52,012	.....	60,234	149,442	.....
Delaware and Hudson canal and railroad	526	.....	.....	14,749	12,451	3,758
Delaware, Lackawanna and Western.....	112	.....	3,486	55,890	2,128	82,619	31,019
East Pennsylvania.....	11,520	.....	.....	.....	69,382	149,523	.....
Elmira and Williamsport.....	135	6,366	397	4,718	1,590	1,314
Erie and Pittsburg.....	246,309	818	39,026	3,302	7,126	68,673	337
Huntington and Broad Top Mountain.....	271,226	.....	965	.....	.....	11,396	.....
Ironton	86,676	36,033
Lackawanna and Bloomsburg.....	78,600	80,170
Lake Shore	4,657	.....	3,176	10,981	35,387	131
Lawrence	23,285	.....	71,364	4,327	.....	.....	3,750
Lehigh and Susquehanna	305	619	11,830	1,385	1,761	5,932	8,044
Lehigh Valley	8,852	46,699	181,538	38,621	18,419	282,455	105,689
Little Saw Mill Run.....	123,642	.....	.....	.....	.....	.....	.....
Littlestown	121	6,912	.....
Northern Central	46,005	33,565	14,772	18,446	75,980	60,356
North Lebanon	29,052	.....	.....	159,427	8,808
North Pennsylvania.....	1,071	1,114	33,155	312	12,010	30,189	14,200
Oil Creek and Allegheny River.....	309,803	.....	.....	4,725	.....	406
Oil Creek	58,623	.....	.....	762	.....	13
Pennsylvania	1,628,223	181,174	116,751	119,833	98,818	100,886	84,182

Pennsylvania coal company.....	1, 043, 853					48	
Philadelphia and Baltimore Central.....	*10, 882	86	21	713	285	1, 294	4, 555
Philadelphia and Erie.....	268, 003	105, 331	19, 375	8, 232	17, 319	11, 436	27, 641
Philadelphia and Reading.....	3, 593, 239	55, 242	5, 798	70, 425	71, 025	199, 515	161, 921
Philadelphia, Germantown and Norristown.....	283, 722	329, 341			52, 197	8, 027	28, 239
Philadelphia, Wilmington and Baltimore.....	*19, 211	29, 512			34, 897	5, 091	4, 873
Pittsburg and Connellsville.....		17, 427	11, 054	5, 991	31, 897	8, 127	31, 668
Pittsburg, Fort Wayne and Chicago.....		320, 374			4, 405		150, 739
Reading and Columbia.....		239, 485		59, 910			1, 835
Schuylkill and Susquehanna.....	73, 597	334	148	12, 942	633	31, 512	
Shanokin Valley and Pottsville.....	349, 471						3, 413
Summit Branch.....	*532, 375	104	2, 154	73	253	2, 635	
Tioga.....	432, 845						715
West Chester and Philadelphia.....	776		302	284	44	222	21, 700
Wrightsville, York and Gettysburg.....	40, 717						1, 926
	*7, 741	19	2, 463	184	265	41, 476	
16, 592, 393	4, 517, 753	855, 367	772, 936	397, 189	506, 052	1, 751, 970	966, 422

* Anthracite and bituminous.

TABLE D—THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS—Continued.

NAME OF COMPANY.	Agricultural products	Merchandise	Manufactures	Live stock	Lumber	Other articles.....	Total.
Barclay.....	123	115	.....	.....	600	1, 115	*52, 868
Belleville and Snow Shoe	1, 176	907	.....	.....	12, 854	3, 729	77, 815
Buffalo, Corry and Pittsburg.....	1, 562	160	21, 060	1, 462	8, 944	9, 921	94, 196
Buffalo and Erie.....	100, 588	127, 228	65, 967	230, 456	49, 892	188, 783	762, 914
Catsauqua and Fogelsville.....	2, 748	442	2, 025	.....	4, 493	4, 188	234, 975
Catawissa.....	8, 898	6, 042	8, 301	244	107, 771	122, 782	356, 554
Cleveland and Pittsburg.....	45, 662	87, 822	28, 275	25, 995	49, 070	22, 976	979, 863
Cumberland Valley.....	33, 894	35, 895	20, 802	10, 809	21, 892	13, 963	244, 480
Delaware and Hudson canal and railroad .....	.....	.....	.....	.....	.....	15, 147	1, 650, 147
Delaware, Lackawanna and Western.. ..	40, 302	22, 184	12, 168	5, 944	95, 042	5, 204	2, 128, 512
East Pennsylvania.....	5, 192	.....	85, 793	107, 079	13, 441	.....	481, 273
Ehmira and Williamsport.....	56, 039	11, 475	9, 315	1, 548	23, 045	8, 220	271, 649
Erie and Pittsburg	5, 579	33, 734	3, 308	2, 118	17, 323	5, 996	434, 005
Huntingdon and Broad Top Mountain .....	.....	.....	7, 334	240	5, 317	.....	296, 895
Fronton.....	.....	.....	.....	.....	.....	931	127, 015
Lackawanna and Bloomsburg .....	.....	.....	.....	.....	.....	154, 758	1, 058, 672
Lake Shore.....	200, 449	258, 824	1, 743	168, 694	25, 098	127, 862	1, 058, 990
Lawrence.....	1, 116	3, 873	47, 173	818	1, 891	1, 128	158, 725
Lehigh and Susquehanna.....	.....	.....	19, 336	115	35, 680	8, 344	1, 038, 694
Lehigh Valley.....	.....	.....	35, 108	103, 736	96, 622	280, 968	4, 064, 037
Little Saw Mill Run .....	.....	.....	.....	.....	.....	.....	123, 642
Littlestown.....	2, 035	669	.....	.....	1, 870	.....	13, 179
Northern Central.....	105, 065	210, 454	36, 211	17, 782	162, 512	51, 351	1, 506, 745
North Lebanon.....	.....	.....	.....	.....	.....	1, 720	241, 532
North Pennsylvania.....	37, 909	34, 300	32, 709	1, 032	20, 947	11, 833	476, 334
Oil Creek and Allegheny River.....	3, 774	.....	15, 364	.....	12, 235	24, 358	†399, 015
Oil Creek.....	549	.....	2, 637	.....	.....	2, 189	470, 716
Pennsylvania.....	584, 870	288, 021	181, 015	251, 416	242, 609	113, 260	4, 427, 884
Pennsylvania coal company	175	2, 405	.....	.....	8, 524	.....	1, 055, 005
Philadelphia and Baltimore Central	15, 768	.....	9, 958	1, 040	6, 995	4, 448	56, 025
Philadelphia and Erie.....	197, 119	14, 631	27, 815	7, 539	262, 517	68, 615	1, 090, 845

TABLE E.—EXPENDITURES AND RECEIPTS.

NAME OF COMPANY.	EXPENSES.			RECEIPTS.	
	Maintaining the road or real-estate of the corporation.	Repairs of machinery.	Operating the road.	Total.	Total.
Atlantic and Great Western.....	\$527, 196 41	\$711, 440 79	\$1, 750, 144 75	\$2, 988, 781 95	\$4, 846, 047 99
Barclay	21, 455 07	8, 607 25	21, 046 57	51, 108 89	8, 047 92
Bellefonte and Snow Shoe.....	21, 457 44	11, 820 03	29, 688 97	62, 966 44	96, 046 92
Buffalo, Corry and Pittsburg.....	54, 224 12	40, 224 13	77, 625 59	172, 073 84	223, 029 98
Buffalo and Erie.....	557, 052 23	240, 266 39	878, 846 10	1, 676, 164 72	2, 292, 804 73
Catsauqua and Fogelsville.....	53, 044 99	20, 039 80	26, 752 54	79, 837 33	125, 059 89
Catawissa	96, 859 93	98, 990 57	175, 274 99	370, 125 49	540, 542 95
Chestnut Hill	6, 480 10			6, 630 10	19, 625 69
Cleveland and Pittsburg.....	237, 733 01	312, 966 56	661, 415 65	1, 372, 115 22	2, 306, 236 88
Cumberland Valley				392, 417 26	1, 570, 787 42
Delaware and Hudson canal and railroad	86, 922 53	279, 995 36	216, 355 39	583, 273 28	30, 449 78
Delaware, Lackawanna and Western.....	477, 960 47	710, 109 89	760, 388 79	1, 948, 459 15	3, 743, 107 00
East Pennsylvania.....	103, 119 10	65, 855 08	180, 877 73	358, 851 91	565, 168 23
Elmira and Williamsport	112, 170 40	95, 934 47	225, 150 49	433, 255 36	528, 626 39
Erie.....	3, 303, 524 56	2, 843, 040 29	4, 996, 527 47	11, 143, 092 32	14, 376, 872 27
Erie and Pittsburg.....	152, 788 21	90, 303 89	190, 577 86	433, 469 96	636, 915 95
Hanover Branch.....	11, 530 52	10, 243 09	22, 758 03	44, 331 64	78, 489 87
Hempfield.....	19, 431 68	13, 260 07	18, 634 78	51, 326 53	48, 980 86
Huntingdon and Broad Top Mountain.....	45, 645 02	39, 631 10	63, 060 07	148, 336 19	219, 211 02
Ironton.....	5, 803 85	528 96	7, 174 76	13, 567 57	37, 321 87
Junction.....				34, 547 51	79, 032 70
Lackawanna and Bloomsburg.....	211, 714 40	125, 335 29	208, 800 68	545, 850 37	842, 537 15
Lake Shore.....	478, 460 03	251, 253 44	708, 203 02	1, 437, 906 49	2, 467, 628 09
Lawrence	8, 183 91	16, 979 04	20, 953 42	46, 116 37	103, 162 95
Lehigh and Susquehanna.....	156, 315 02	240, 500 50	461, 449 55	858, 264 87	1, 027, 418 11
Lehigh Valley	699, 490 73	582, 462 18	1, 227, 436 21	2, 509, 389 12	4, 220, 535 57
Little Saw Mill Run.....	8, 575 55	10, 247 62	9, 879 88	28, 703 05	45, 250 13
Litldestown. (operated by Hanover Branch railroad company.)	3, 893 85		2, 213 40	6, 107 25	7, 671 82
Lykens Valley. (leased to Summit Branch railroad company.)					63, 379 68
Mahanoy and Broad Mountain.....					116, 239 34
Mill Creek and Mine Hill navigation and					302, 048 00
Mount Carbon					14, 010 61

Northern Central.....	510, 909 63	473, 065 86	909, 790 09	1, 893, 765 58	2, 907, 151 82
North Lebanon.....	10, 839 99	9, 372 86	5, 576 29	25, 789 14	77, 830 90
North Pennsylvania	165, 178 99	116, 240 01	296, 043 88	577, 462 88	1, 015, 394 29
Oil Creek and Allegheny River.....	184, 264 69	120, 129 74	217, 496 84	† 521, 891 27	† 1, 197, 090 26
Oil Creek.....	24, 988 08	42, 689 16	89, 09 41	§ 156, 775 65	§ 233, 705 16
Oil City and Pitt-Hole Branch.....	.....	.....	.....	21, 601 22	25, 671 51
Pennsylvania	3, 867, 711 72	3, 149, 420 25	4, 843, 851 91	11, 860, 983 88	17, 253, 497 31
Philadelphia and Baltimore Central.....	59, 668 69	.....	76, 653 05	136, 321 74	155, 746 03
Philadelphia and Erie	609, 897 14	516, 658 20	1, 760, 869 67	2, 887, 425 01	2, 804, 250 36
Philadelphia and Reading.....	1, 061, 079 26	1, 3 3, 376 96	2, 214, 248 03	4, 638, 704 25	8, 791, 937 05
Philadelphia, Germantown and Norristown	99, 567 50	63, 415 80	157, 370 18	326, 153 28	642, 639 49
Philadelphia and Trenton .....	.....	.....	.....	663, 651 23	995, 196 35
Philadelphia, Wilmington and Baltimore.....	352, 084 59	423, 154 80	712, 766 66	1, 488, 006 05	2, 393, 887 52
Pittsburg and Connellysville.....	100, 275 01	90, 702 00	120, 725 25	311, 702 26	508, 625 92
Pittsburg, Fort Wayne and Chicago	1, 381, 931 14	1, 029, 300 53	2, 381, 835 45	4, 793, 067 12	7, 955, 300 58
Reading and Columbia.....	46, 385 44	21, 845 32	75, 224 70	143, 455 46	178, 447 15
Schuylkill and Susquehanna.....	77, 507 14	31, 350 38	52, 591 03	161, 278 55	167, 517 63
Shamokin Valley and Pottsville.....	70, 010 38	41, 410 24	82, 831 54	194, 252 16	277, 703 49
Summit Branch.....	47, 783 06	6, 240 00	25, 906 64	79, 929 70	237, 928 48
Thoga.....	71, 777 19	32, 523 69	59, 733 47	104, 037 35	337, 070 36
West Chester and Philadelphia.....	78, 211 59	29, 750 62	78, 518 74	186, 480 95	330, 131 01
Wrightsville, York and Gettysburg.....	17, 676 11	4, 808 48	13, 885 72	36, 370 31	43, 788 58
	16, 437, 230 27	14, 385, 523 49	27, 125, 284 24	59, 068, 155 22	89, 074, 489 01

* Ten months.

† \$29,922 69, was for transportation of previous year.

‡ Four months.

§ Eight months.

TABLE F.—ACCIDENTS.

NAME OF COMPANY.	PASSENGER'S		EMPLOYEES		OTHERS.		TOTAL.	
	Killed.....	Injured ...	Killed.....	Injured ...	Killed.....	Injured ...	Killed.....	Injured ...
Atlantic and Great Western.....	3	10	8	38	12	10	23	58
Bellefonte and Snow Shoe.....				1				1
Buffalo, Corry and Pittsburg				1				1
Buffalo and Erie.....				2				2
Catawissa.....			4	3		1	4	4
Cleveland and Pittsburg.....	3	2	8	6	12	8	23	23
Delaware and Hudson canal and railroad.....			5	3	2	1	7	4
Delaware, Lackawanna and Western.....			6	9	3		9	9
East Pennsylvania.....			1	2	2		3	2
Erie.....	29	86	23	51	52	20	104	157
Erie and Pittsburg.....			1	5	1	1	2	6
Huntingdon and Broad Top Mountain.....	2	7	3	2	1		6	9
Lackawanna and Bloomsburg.....		9	3	1	3	1	6	11
Lake Shore.....					2	1	2	1
Lehigh and Susquehanna.....			4	4	1	1	5	5
Lehigh Valley.....		1	10	16	15	3	25	20
Northern Central.....	1	1	7	8	6	2	14	11
North Pennsylvania.....		6	3	1	3	1	6	8
Oil Creek and Allegheny River.....		2	8	18	1	1	9	21
Pennsylvania.....	1	34	35	123	30	50	66	207
Philadelphia and Erie.....	5	24	11	13	8	3	24	40
Philadelphia and Reading.....			6	12	13	6	19	18
Philadelphia, Germantown and Norristown.....	1		1	3	5	6	7	9
Philadelphia and Trenton.....	1		2	1	3	6	6	7
Philadelphia, Wilmington and Baltimore.....		1	1		12	7	13	8
Pittsburg and Connellsville.....		1	4	2	5	1	9	4
Pittsburg, Fort Wayne and Chicago.....	2	3	13	50	25	18	40	71
Reading and Columbia.....			1	1			1	1
Schuylkill and Susquehanna.....			2	1			2	1
Shamokin Valley and Pottsville.....			1				1	
Summit Branch.....			1				1	
Tioga.....					1	1	1	1
West Chester and Philadelphia.....					1		1	
	45	188	166	379	213	153	424	720

COMPARATIVE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS.

NAME OF COMPANY.	1864.	1865.	1866.	1867.	1868.
Bald Eagle Valley.....	\$550,000 00	\$550,000 00	\$550,000 00	\$550,000 00	\$550,000 00
Barelay.....	.....	984,000 00	984,800 00	984,800 00	1,000,000 00
Belleville and Snow Shoe.....	600,000 00	600,000 00	600,000 00	600,000 00	600,000 00
Buffalo, Corry and Pittsburg.....	.....	.....	.....	68,897 50	428,717 50
Buffalo, Bradford and Pittsburg.....	1,100,000 00	1,000,000 00	1,100,000 00	1,100,000 00	2,286,000 00
Buffalo and Erie.....	.....	.....	.....	5,000,000 00	6,000,000 00
Catawissa.....	332,275 00	332,275 00	332,275 00	380,225 00	402,875 00
Catawissa and Fogelsville.....	3,350,000 00	3,350,000 00	3,350,000 00	3,350,500 00	3,359,500 00
Chestnut Valley.....	871,900 00	871,900 00	871,900 00	871,900 00	871,900 00
Chestnut Hill.....	120,650 00	120,650 00	120,650 00	120,650 00	120,650 00
Cleveland and Pittsburg.....	.....	.....	5,391,575 00	5,411,925 00	5,968,625 00
Columbia and Port Deposit.....	.....	100,000 00	100,000 00	100,000 00	203,172 11
Connecting.....	.....	.....	.....	.....	100,000 00
Colebrookdale.....	.....	.....	.....	.....	11,105 00
Cumberland Valley.....	956,900 00	1,316,900 00	1,316,900 00	1,316,900 00	1,316,900 00
Delaware, Lackawanna and Western.....	6,832,950 00	10,247,050 00	11,228,600 00	13,386,020 00	14,100,600 00
East Brandywine and Waynesburg.....	89,800 00	89,800 00	89,800 00	89,800 00	89,800 00
East Mahanoy.....	380,550 00	392,550 00	392,550 00	392,550 00	392,550 00
East Pennsylvania.....	604,190 00	604,400 00	654,400 00	654,600 00	654,600 00
Elnira and Williamsport.....	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Erie.....	.....	.....	.....	.....	46,302,210 00
Erie and Pittsburg.....	256,500 00	664,300 00	654,300 00	664,300 00	967,900 00
Enterprise.....	.....	.....	99,625 00	158,750 00	276,700 00
Fayette County.....	90,000 00	.....	107,400 00	107,400 00	130,000 00
Hanover Branch.....	116,850 00	116,850 00	116,850 00	116,850 00	116,850 00
Harrisburg, Portsmouth, Mount Joy and Lancaster.....	1,182,550 00	1,182,550 00	1,182,550 00	1,182,550 00	1,182,550 00
Hempfield.....	1,809,565 13	1,809,565 13	1,809,565 13	1,809,565 13	1,809,565 13
Huntingdon and Broad Top Mountain.....	685,583 00	685,130 03	685,130 03	685,130 03	685,380 03
Ironton.....	400,000 00	400,000 00	400,000 00	400,000 00	400,000 00
Janestown and Franklin.....	350,000 00	402,900 00	569,952 50	611,305 00	602,827 50
Junction.....	26,250 00	26,250 00	.....	155,250 00	180,250 00
Lackawanna and Bloomsburg.....	1,335,000 00	1,335,000 00	1,335,000 00	1,335,000 00	1,335,000 00
Lake Shore, (formerly Cleveland, Painesville and Ashtabula.)	4,000,000 00	5,000,000 00	5,000,000 00	8,750,000 00	8,750,000 00
Lawrence.....	.....	.....	.....	.....	150,400 00
Lehigh and Lackawanna.....	.....	.....	.....	375,100 00	375,100 00

COMPARATIVE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS—Continued.

NAME OF COMPANY.	1864.	1865.	1866.	1867.	1868.
Lehigh Valley.....	\$6,627,050 00	\$6,632,250 00	\$9,408,200 00	\$10,731,400 00	\$16,058,150 00
Little Saw Mill Run.....	83,562 00	83,562 00	83,562 00	83,562 00	83,745 95
Littlestown.....	2,646,100 00	2,646,100 00	2,646,100 00	2,646,100 00	2,646,100 00
Little Schuylkill navigation, coal and.....	52,050 00	52,050 00	52,050 00	52,050 00	52,050 00
Lorberry Creek.....	600,000 00	600,000 00	600,000 00	600,000 00	600,000 00
Lykens Valley.....	921,615 00	921,615 00	1,335,815 00	1,676,915 00	1,874,445 00
Mahanoy and Broad Mountain.....	24,209 27	24,209 27	24,874 27	50,479 27	62,912 50
Mifflin and Centre County.....	323,375 00	323,375 00	323,375 00	323,375 00	323,375 00
Mill Creek and Mine Hill navigation and.....	3,700,600 00	3,708,200 00	3,775,600 00	3,775,600 00	3,775,600 00
Mine Hill and Schuylkill Haven.....	200,000 00	200,000 00	200,000 00	200,000 00	200,000 00
Mount Carbon.....	282,350 00	282,350 00	282,350 00	282,350 00	282,350 00
Mount Carbon and Port Carbon.....	43,890 00	63,890 00	63,890 00	63,940 00	100,000 00
Middle Creek.....	100,004 79	170,850 00	198,250 00	233,300 00	63,900 00
Nesquehoning Valley.....	3,344,860 00	4,293,630 00	4,518,300 00	4,648,900 00	266,666 67
New Castle and Beaver Valley.....	300,000 00	300,000 00	300,000 00	300,000 00	4,798,900 00
Northern Central.....	3,150,150 00	3,150,150 00	3,150,150 00	3,150,000 00	3,150,000 00
North Lebanon.....	627,650 00	753,100 00	753,150 00	753,150 00	4,259,450 00
North Pennsylvania.....	18,029,260 00	20,000,000 00	20,000,000 00	21,045,750 00	753,150 00
Oil Creek and Allegheny River, (Warren and Franklin, Farmers' and Oil Creek companies consolidated.).....	3,200,000 00	3,200,000 00	3,200,000 00	3,200,000 00	27,040,762 50
Oil Creek.....	218,100 00	218,100 00	11,509 20	25,150 00	3,200,000 00
Pennsylvania.....	5,013,054 00	5,069,450 00	5,083,700 00	5,996,700 00	37,303 00
Pennsylvania coal company.....	20,072,323 47	20,040,673 47	22,742,867 27	23,856,101 35	218,000 00
Perkimen.....	1,358,100 00	1,476,360 00	1,491,850 00	1,535,550 00	6,004,200 00
Philadelphia and Baltimore Central.....	999,200 00	999,200 00	1,099,120 00	1,099,120 00	26,501,351 74
Philadelphia and Erie.....	8,973,300 00	8,973,300 00	9,019,300 00	9,058,300 00	1,587,700 00
Philadelphia, Germantown and Norristown.....	1,770,413 93	1,774,623 43	1,776,129 43	1,776,129 43	1,250,120 00
Philadelphia and Trenton.....	8,108,600 00	9,307,000 00	9,470,765 48	11,497,402 35	9,084,300 00
Philadelphia, Wilmington and Baltimore.....	501,890 37	504,019 09	505,214 09	505,748 09	1,793,926 43
Pittsburg and Connellsville.....	1,269,150 00	1,269,150 00	1,269,150 00	1,269,150 00	11,500,000 00
Pittsburg, Fort Wayne and Chicago.....	576,050 00	576,050 00	576,050 00	576,050 00	505,848 09
Reading and Columbia.....	576,050 00	576,050 00	576,050 00	576,050 00	1,269,150 00
Schuylkill and Susquehanna.....	576,050 00	576,050 00	576,050 00	576,050 00	576,050 00
Schuylkill Valley navigation and.....	576,050 00	576,050 00	576,050 00	576,050 00	576,050 00

Shamokin Valley and Pottsville	869,450 00	869,450 00	869,450 00	869,450 00
Southwark	58,468 00	58,468 00	58,468 00	58,468 00
Summit Branch	2,500,000 00	2,500,000 00	2,500,000 00	2,500,000 00
Tioga	391,800 00	437,800 00	549,400 00	576,400 00
Tyrone and Clearfield	165,000 00	165,000 00	165,000 00	165,000 00
West Chester	684,035 83	684,035 83	684,035 83	684,035 83
West Chester and Philadelphia	822,450 00	822,450 00	822,450 00	822,450 00
Western Pennsylvania	317,050 00	317,050 00	317,050 00	317,050 00
Wilmington and Reading	134,151,421 25	134,151,421 25	134,151,421 25	134,151,421 25
Wrightsville, York and Gettysburg	150,569,776 23	150,569,776 23	150,569,776 23	150,569,776 23
Wyoming Gravity	122,850,497 52	122,850,497 52	122,850,497 52	122,850,497 52
	122,850,497 52	134,151,421 25	150,569,776 23	169,236,078 98
				239,915,968 98

COMPARATIVE STATEMENT OF FUNDED AND FLOATING DEBT FOR FIVE YEARS.

NAME OF COMPANY.	1864.	1865.	1866.	1867.	1868.
Bald Eagle Valley	\$500,000 00	\$500,000 00	\$500,000 00	\$488,000 00	\$482,000 00
Barclay .....	.....	135,000 00	180,000 00	160,000 00	134,500 00
Bellefonte and Snow Shoe.....	94,000 00	107,089 85	101,144 47	101,119 99	99,000 00
Buffalo, Cory and Pittsburg.....	.....	.....	.....	108,561 00	1,076,234 17
Buffalo, Bradford and Pittsburg.....	.....	.....	.....	1,766,000 00	580,000 00
Buffalo and Erie	1,100,000 00	1,540,000 00	1,766,000 00	1,000,000 00	3,700,000 00
Catsaquia and Fogelsville.....	.....	.....	.....	.....	271,232 61
Catawissa.....	.....	.....	.....	.....	371,000 00
Chester Valley	284,000 00	279,000 00	266,000 00	262,500 00	920,000 00
Cleveland and Pittsburg.....	815,000 00	850,600 00	868,100 00	888,000 00	4,197,000 00
Columbia and Port Deposit.....	.....	.....	3,887,060 00	3,964,000 00	83,000 00
Connecting.....	.....	.....	.....	.....	2,078,300 00
Colebrookdale.....	.....	600,000 00	1,000,000 00	1,900,035 13	60,200 73
Cumberland Valley	378,600 00	470,500 00	384,000 00	356,100 00	352,400 00
Delaware, Lackawanna and Western.....	4,097,821 07	4,234,085 48	4,087,721 83	4,016,205 31	4,691,161 95
East Brandywine and Waynesburg.....	170,000 00	170,000 00	170,000 00	170,000 00	170,000 00
East Pennsylvania.....	606,699 19	643,288 30	574,900 00	574,900 00	503,900 00
Elmira and Williamsport.....	1,570,000 00	1,620,000 00	1,620,000 00	1,620,000 00	1,620,000 00
Erie.....	.....	.....	.....	.....	28,242,535 81
Erie and Pittsburg.....	1,537,886 58	1,550,000 00	1,684,001 04	1,848,450 92	2,521,235 32
Harrisburg, Portsmouth, Mount Joy and Lancaster.....	700,000 00	700,000 00	700,000 00	700,000 00	700,000 00
Hempfield.....	600,000 00	600,000 00	600,000 00	600,000 00	600,000 00
Huntingdon and Broad Top Mountain	1,651,708 22	1,825,400 96	1,462,142 50	1,656,245 00	1,810,044 94
Ironton.....	9,200 00	200,000 00	203,500 00	150,000 00	150,000 00
Jamestown and Franklin.....	70,000 00	104,000 00	500,000 00	567,963 23	1,089,641 71
Junction	450,000 00	679,904 09	.....	800,000 00	800,000 00
Lackawanna and Bloomsburg.....	2,173,592 14	2,398,133 73	2,470,525 00	2,342,175 00	2,316,709 00
Lake Shore.....	1,501,000 00	1,500,000 00	1,500,000 00	2,500,000 00	2,500,000 00
Lawrence .....	.....	.....	.....	.....	337,000 00
Lehigh and Lackawanna.....	.....	90,000 00	105,000 00	200,000 00	320,000 00
Lehigh Valley.....	1,494,531 85	1,477,000 00	1,477,000 00	2,303,111 00	3,998,563 25
Little Saw Mill Run.....	78,587 03	73,333 05	62,841 53	49,454 08	45,061 72
Little Schuylkill navigation, coal and.....	1,021,152 38	978,554 81	883,000 00	868,000 00	807,500 00
Lorberry Creek	30,000 00	30,000 00	30,000 00	30,000 00	30,000 00
Mahanoy and Broad Mountain.....	250,000 00	250,000 00	250,000 00	250,000 00	430,000 00
Mifflin and Centre County.....	.....	138,132 61	104,200 00	155,500 00	185,000 00
New Castle and Beaver Valley.....	245,000 00	206,500 00	193,300 00	182,700 00	187,500 00

Northern Central.....	4,850,000 00	4,850,000 00	6,094,252 45	5,829,507 38	6,424,455 56
North Pennsylvania.....	3,105,705 00	3,105,705 00	3,124,737 50	3,292,154 00	3,463,839 00
Oil Creek and Allegheny River.....					3,170,000 00
Oil Creek.....	540,000 00	909,469 38	556,000 00	556,000 00	580,000 00
Pennsylvania.....	10,655,868 91	10,868,720 08	11,884,355 75	13,903,395 24	14,965,568 00
Pennsylvania coal company.....	972,500 00	997,500 00	947,500 00	983,250 00	972,500 00
Perkiomen.....				164,900 00	449,060 87
Philadelphia and Baltimore Central.....	800,000 00	800,000 00	800,000 00	862,500 00	1,012,500 00
Philadelphia and Erie.....	9,950,500 00	13,002,000 00	13,000,600 00	13,022,473 00	13,328,633 00
Philadelphia and Reading.....	7,271,879 33	6,900,662 67	6,719,562 67	6,560,825 17	7,030,225 17
Philadelphia, Germantown and Norristown.....	315,000 00	183,000 00	159,800 00	116,100 00	63,950 00
Philadelphia, Wilmington and Baltimore.....	250,000 00	200,000 00	200,000 00	200,000 00	
Pittsburg and Connellsville.....	692,000 00	676,000 00	1,450,000 00	1,826,000 00	2,437,300 00
Pittsburg, Fort Wayne and Chicago.....	1,569,233 58	1,564,207 43	1,573,108 10	1,574,862 97	5,575,584 55
Reading and Columbia.....	12,657,000 00	12,576,500 00	12,572,500 00	12,648,278 39	12,702,986 76
Schuylkill and Susquehanna.....	913,175 00	1,099,296 00	1,374,446 23	1,740,935 33	1,919,749 47
Shamokin Valley and Pottsville.....	176,804 70	230,566 19	207,722 42	246,218 54	245,577 87
Summit Branch.....	700,000 00	700,000 00	700,000 00	700,000 00	700,000 00
Tioga.....	373,343 12	352,292 12	562,000 00	567,274 67	550,823 97
West Chester and Philadelphia.....	1,171,406 45	1,093,140 00	316,000 00	285,500 00	250,500 00
Western Pennsylvania.....	800,000 00	1,041,670 13	1,076,464 80	1,096,565 80	1,070,799 09
Wrightsville, York and Gettysburg.....	76,180 43	76,180 43	1,219,992 00	1,914,518 73	2,124,381 30
Wilmington and Reading.....			76,180 43	76,332 61	76,484 79
					68,200 00
	79,269,374 98	85,177,432 31	92,307,688 72	100,743,615 49	147,767,040 52

COMPARATIVE STATEMENT OF COST OF ROAD AND EQUIPMENT FOR FIVE YEARS.

NAME OF COMPANY.	1864.	1865.	1866.	1867.	1868.
Bald Eagle Valley.....	\$1,050,000 00	\$1,050,000 00	\$1,050,000 00	\$1,050,000 00	\$1,050,000 00
Belleville and Snow Shoe.....	371,263 62	428,513 66	450,286 41	440,598 72	442,058 87
Buffalo, Corry and Pittsburgh.....	.....	.....	.....	180,691 08	1,431,465 73
Buffalo, Bradford and Pittsburgh.....	.....	.....	2,866,000 00	2,866,000 00	2,866,000 00
Buffalo and Erie.....	.....	.....	.....	5,109,952 80	6,718,800 71
Catsaqua and Fogelsville.....	332,275 00	570,215 60	621,860 59	678,537 89	708,322 17
Catawissa.....	3,034,000 00	3,634,000 00	3,634,000 00	3,634,000 00	3,744,000 00
Chestnut Hill.....	120,650 00	120,050 00	120,050 00	120,650 00	120,650 00
Cleveland and Pittsburgh.....	.....	.....	9,066,895 00	9,415,618 00	10,317,692 18
Columbia and Port Deposit.....	.....	.....	.....	.....	150,000 00
Connecting.....	.....	.....	.....	2,000,035 00	2,178,300 00
Colebrookdale.....	1,131,037 05	1,131,037 05	1,691,037 05	1,691,037 05	1,468,237 05
Cumberland Valley.....	1,921,361 00	1,996,042 67	2,162,876 04	2,154,474 45	2,387,577 81
Delaware and Hudson canal and railroad.....	9,620,385 64	10,251,819 55	12,599,844 58	12,884,405 79	13,988,875 97
Delaware, Lackawanna and Western.....	259,000 00	259,000 00	259,000 00	259,000 00	259,000 00
East Brandywine and Waynesburg.....	380,550 00	391,603 93	391,603 93	391,603 93	391,603 93
East Mahanoy.....	1,392,110 39	1,435,353 96	1,509,739 92	1,861,664 38	1,912,850 60
East Pennsylvania.....	2,570,000 00	2,620,000 00	2,620,000 00	2,620,000 00	2,620,000 00
Elmira and Williamsport.....	.....	.....	.....	.....	56,486,605 97
Erie.....	.....	.....	.....	.....	2,900,571 91
Erie and Pittsburgh.....	1,781,386 58	2,173,936 97	2,337,549 09	2,717,998 16	2,737,479 41
Enterprise.....	.....	.....	.....	.....	130,000 00
Fayette County.....	130,000 00	130,000 00	130,000 00	130,000 00	130,000 00
Hanover Branch.....	227,839 28	224,073 57	233,710 00	233,710 00	253,815 92
Hempfield.....	1,657,799 94	1,657,799 94	1,657,798 94	1,657,798 94	1,657,798 94
Huntingdon and Broad Top Mountain.....	2,012,243 00	2,088,327 76	2,188,498 67	2,192,814 35	2,201,675 24
Ironton.....	241,821 77	275,046 01	280,158 22	268,000 00	268,000 00
Jamestown and Franklin.....	.....	917,329 55	1,227,606 20	1,629,846 29	1,043,127 69
Junction.....	471,046 94	715,731 81	.....	891,251 43	892,751 43
Lackawanna and Bloomsburg.....	3,625,809 40	3,770,327 18	3,812,146 04	3,753,130 04	3,753,744 00
Lake Shore.....	4,708,845 53	4,789,121 12	4,808,427 13	4,808,427 13	4,868,427 13
Lawrence.....	.....	.....	.....	.....	399,409 66
Lehigh and Susquehanna.....	1,894,988 00	2,828,911 00	5,080,221 00	11,206,766 34	13,570,597 27
Lehigh Valley.....	9,173,110 47	9,841,593 96	12,994,222 35	14,867,141 92	17,541,839 03
Little Saw Mill Run.....	83,044 13	91,011 44	91,011 44	91,011 44	91,011 44
Littlestown.....	.....	.....	76,000 00	76,000 00	76,000 00
Little Schuylkill navigation, coal and.....	1,371,868 41	1,466,283 14	1,466,283 14	1,466,062 24	1,466,283 14

Lorberry Creek.....	82,050 00	82,050 00	82,050 00	82,050 00	82,050 00
Lykens Valley.....	600,000 00	600,000 00	600,000 00	600,000 00	600,000 00
Mahanoy and Broad Mountain.....	948,780 32	1,582,410 17	1,582,410 17	1,582,410 17	2,088,243 68
Mifflin and Centre County.....	.....	167,284 69	167,900 00	195,654 89	252,491 21
Mount Carbon.....	203,259 58	203,259 58	203,259 58	203,259 58	203,259 58
Middle Creek.....	.....	.....	.....	.....	100,000 00
Nesquehoning Valley.....	36,117 17	36,117 17	36,117 17	36,117 17	42,213 21
New Castle and Beaver Valley.....	375,000 00	375,358 28	390,025 06	408,533 45	425,007 29
Northern Central.....	9,022,829 01	10,171,515 34	10,894,519 35	11,315,510 51	12,011,761 18
North Lebanon.....	303,706 23	317,715 46	319,631 86	319,631 86	339,020 76
North Pennsylvania.....	6,067,793 29	6,336,168 31	6,420,184 73	6,517,345 50	6,669,991 07
Oil Creek.....	1,241,762 97	1,241,762 97	2,458,945 79	.....	7,519,786 93
Pennsylvania.....	22,813,610 72	20,889,610 40	21,135,439 82	29,115,018 90	2,534,714 28
Pennsylvania coal company.....	2,000,000 00	2,000,000 00	2,000,000 00	2,000,000 00	29,761,532 65
Pertionien.....	.....	.....	10,714 20	139,240 50	2,000,000 00
Philadelphia and Baltimore Central.....	978,167 30	1,058,840 50	1,095,316 40	1,170,279 40	417,332 82
Philadelphia and Erie.....	15,760,623 00	17,082,766 48	17,869,732 84	19,014,864 78	1,336,551 34
Philadelphia and Reading.....	24,734,756 63	25,311,934 81	26,380,004 18	27,317,907 25	19,350,997 78
Philadelphia, Germantown and Norristown.....	1,401,477 93	1,407,567 96	1,407,567 96	1,445,198 36	27,636,100 50
Philadelphia and Trenton.....	960,404 13	1,336,386 56	1,396,283 84	1,378,636 85	1,491,459 03
Philadelphia, Wilmington and Baltimore.....	.....	.....	.....	.....	1,379,164 17
Pittsburg and Connellsville.....	2,272,100 27	2,328,489 37	2,432,068 05	2,518,066 85	11,224,905 95
Pittsburg, Fort Wayne and Chicago.....	20,500,347 34	22,727,993 96	23,841,274 52	25,118,923 80	2,590,070 58
Reading and Columbia.....	1,392,796 02	1,548,277 32	1,852,707 99	2,036,778 66	23,247,488 52
Schuylkill and Susquehanna.....	1,308,686 15	1,308,686 15	1,308,686 15	1,308,686 15	2,134,616 59
Summit Branch.....	.....	.....	937,496 46	975,898 01	1,299,845 54
Tioga.....	988,137 43	1,033,988 29	1,073,612 10	1,085,175 46	988,902 37
West Chester and Philadelphia.....	1,416,506 37	1,475,197 49	1,492,108 36	1,571,580 77	1,118,428 62
Western Pennsylvania.....	664,319 18	1,748,981 90	2,262,298 30	2,876,329 56	1,626,666 96
Wrightsville, York and Gettysburg.....	393,230 43	393,230 43	393,230 43	393,230 43	3,049,056 69
	166,605,912 65	177,814,611 95	206,737,041 05	236,969,118 23	393,534 79
					324,876,376 60

COMPARATIVE STATEMENT OF PASSENGERS CARRIED FOR FIVE YEARS.

NAME OF COMPANY.	1864.	1865.	1866.	1867.	1868.
Atlantic and Great Western.....	298, 201	*324, 242	742, 077	606, 549	6, 824
Barclay.....	.....	8, 703	7, 086	7, 169	66 950
Belleville and Snow Shoe.....	.....	16, 579	21, 948	27, 212	24, 846
Buffalo, Corry and Pittsburg.....	.....	.....	.....	23, 046	69, 088
Buffalo and Erie.....	.....	.....	.....	476, 119	450, 949
Catsauqua and Fogelsville.....	.....	.....	.....	.....	10, 294
Chestnut Hill.....	334, 000	.....	286, 452	282, 479	268, 342
Cleveland and Pittsburg.....	.....	.....	.....	681, 930	582, 164
Cumberland Valley.....	309, 951	336, 914	293, 054	281, 655	281, 134
Delaware and Hudson canal and railroad.....	30, 802	73, 850	65, 603	72, 107	66, 957
Delaware, Lackawanna and Western.....	158, 756	199, 755	200, 486	187, 533	191, 888
East Pennsylvania.....	169, 225	208, 162	231, 611	263, 687	293, 720
Elmira and Williamsport.....	109, 291	116, 506	84, 516	92, 246	96, 421
Erie.....	.....	.....	.....	.....	2, 194, 348
Erie and Pittsburg.....	57, 675	.....	185, 413	163, 473	147, 041
Hanover Branch.....	46, 067	37, 247	30, 226	31, 982	34, 841
Hempfield.....	19, 170	27, 445	23, 542	21, 696	19, 363
Huntingdon and Broad Top Mountain.....	47, 761	49, 069	36, 458	30, 305	27, 812
Junction.....	.....	.....	.....	167, 971	179, 720
Lackawanna and Bloomsburg.....	199, 856	256, 556	263, 018	269, 564	221, 541
Lake Shore.....	394, 670	501, 092	593, 748	504, 682	417, 280
Lawrence.....	.....	.....	.....	.....	134, 750
Lehigh and Susquehanna.....	17, 713	25, 716	36, 610	64, 573	202, 584
Lehigh Valley.....	427, 838	499, 302	552, 804	631, 448	688, 584
Litlstown.....	.....	.....	.....	5, 250	5, 400
Northern Central.....	595, 918	712, 707	625, 081	655, 651	687, 997
North Pennsylvania.....	659, 010	637, 781	653, 508	698, 359	746, 911
Oil Creek and Allegheny River.....	.....	.....	.....	.....	† 247, 507
Oil Creek.....	.....	.....	.....	.....	\$ 35, 607
Oil City and Pit-Hole Branch.....	143, 417	354, 074	259, 426	132, 938	8, 395
Pennsylvania.....	2, 268, 929	2, 861, 836	2, 673, 568	3, 347, 466	3, 747, 178
Philadelphia and Baltimore Central.....	98, 859	101, 148	103, 491	125, 849	130, 870
Philadelphia and Erie.....	.....	769, 250	695, 415	635, 542	629, 320
Philadelphia and Reading.....	1, 048, 521	1, 481, 632	1, 444, 257	1, 273, 644	1, 194, 575
Philadelphia, Germantown and Norristown.....	2, 398, 495	2, 589, 684	2, 469, 354	2, 578, 521	2, 576, 814
Philadelphia and Trenton.....	922, 136	1, 146, 531	922, 599	920, 434	953, 722
Philadelphia, Wilmington and Baltimore.....	1, 351, 383	1, 385, 921	1, 093, 259	1, 067, 999	1, 108, 372

Pittsburg and Connellsville.....	395,843	366,833	380,044	411,116	422,739
Pittsburg, Fort Wayne and Chicago.....	1,202,905	1,462,701	1,302,211	1,289,075	1,376,998
Reading and Columbia	40,938	71,391	89,768	127,304	146,464
Schuylkill and Susquehanna.....	56,221	74,974	68,433	68,320	65,049
Shamokin Valley and Pottsville.....	.....	42,208	42,435	40,599	41,239
Summit Branch.....	.....	.....	5,508	5,114	6,673
Tioga	77,069	82,007	71,108	63,989	73,298
West Chester and Philadelphia.....	.....	506,578	524,765	567,982	638,636
Wrightsville, York and Gettysburg.....	.....	.....	.....	32,497	34,873
	13,895,492	17,328,393	17,078,882	19,017,375	22,178,078

* Eleven months.

Ten months.

† Eight months.

§ Four months.

COMPARATIVE STATEMENT OF TONNAGE FOR FIVE YEARS.

NAME OF COMPANY.	1864.	1865.	1866.	1867.	1868.
Atlantic and Great Western.....	346, 050	*265, 886	1, 198, 537	1, 612, 466	1, 746, 527
Barclay .....	.....	75, 402	92, 737	81, 459	152, 868
Bellefonte and Snow Shoe	40, 435	57, 834	83, 005	75, 442	77, 815
Buffalo, Corry and Pittsburgh.....	.....	.....	.....	25, 051	94, 196
Buffalo and Erie .....	.....	.....	.....	870, 582	762, 914
Catsauqua and Fogelsville.....	127, 175	112, 125	162, 063	218, 974	234, 975
Catawissa	184, 968	128, 356	4214, 409	312, 858	356, 554
Cleveland and Pittsburg.....	.....	.....	.....	768, 861	979, 863
Cumberland Valley	144, 389	123, 781	188, 215	219, 695	244, 480
Delaware and Hudson canal and railroad	933, 656	819, 510	1, 454, 750	1, 615, 120	1, 650, 147
Delaware, Lackawanna and Western	1, 621, 360	1, 200, 097	1, 920, 874	2, 140, 134	2, 128, 512
East Pennsylvania	206, 781	242, 790	321, 376	407, 641	481, 273
Elmira and Williamsport.....	113, 506	146, 658	206, 562	144, 093	271, 649
Erie.....	.....	.....	.....	.....	3, 908, 243
Erie and Pittsburg.....	61, 387	120, 000	321, 074	373, 170	434, 005
Hanover Branch.....	38, 605	58, 259	43, 982	59, 262	85, 647
Hempfield	15, 590	12, 215	12, 206	14, 713	13, 040
Huntingdon and Broad Top Mountain.....	338, 297	336, 955	301, 568	250, 388	296, 895
Ironton	112, 812	96, 479	123, 700	\$ 115, 948	\$ 129, 015
Junction .....	.....	.....	.....	.....	1, 008, 270
Lackawanna and Bloomsburg.....	694, 555	498, 723	646, 929	796, 274	1, 058, 672
Lake Shore	657, 817	597, 306	589, 210	970, 803	1, 058, 990
Lawrence.....	.....	.....	.....	.....	158, 725
Lehigh and Susquehanna.....	145, 313	472, 708	729, 779	950, 438	1, 038, 694
Lehigh Valley.....	2, 387, 108	2, 360, 422	3, 050, 624	3, 415, 213	4, 064, 037
Little Saw Mill Run.....	115, 450	131, 126	123, 056	151, 128	123, 642
Littlestown .....	.....	.....	1, 129	8, 861	13, 179
Mount Carbon.....	.....	.....	118, 443	93, 756	184, 448
Northern Central.....	507, 264	758, 076	919, 843	1, 190, 064	1, 506, 745
North Lebanon	305, 502	181, 653	243, 617	292, 283	241, 532
North Pennsylvania.....	286, 935	307, 751	335, 191	346, 884	476, 334
Oil Creek and Allegheny River .....	.....	.....	.....	.....	1, 399, 015
Oil Creek.....	146, 424	224, 349	333, 915	221, 577	170, 716
Pennsylvania	2, 559, 884	2, 798, 810	3, 452, 718	4, 000, 538	4, 722, 015
Pennsylvania coal company	845, 278	507, 425	593, 403	970, 958	1, 055, 005
Philadelphia and Baltimore Central	41, 398	39, 154	49, 388	45, 648	56, 025
Philadelphia and Erie	424, 587	534, 975	815, 096	792, 008	1, 090, 845

Philadelphia and Reading	4,253,427	4,307,816	5,197,567	5,421,538	5,143,177
Philadelphia, Germantown and Norristown	206,810	251,880	371,202	386,771	468,664
Philadelphia and Trenton	15,400	28,796	86,497	95,945	312,714
Philadelphia, Wilmington and Baltimore	240,297	235,929	260,294	243,361	281,418
Pittsburg and Connellsville	199,552	220,214	315,734	374,965	398,502
Pittsburg, Fort Wayne and Chicago	859,330	891,198	1,002,918	1,100,140	1,459,230
Reading and Columbia	37,431	100,421	125,576	151,180	157,192
Schuylkill and Susquehanna	339,900	247,805	298,069	355,843	428,279
Shamokin Valley and Pottsville	288,422	514,602	640,718	563,053	573,460
Summit Branch .....	.....	.....	247,114	267,447	436,009
Tioga	377,687	401,975	477,694	490,267	634,287
West Chester and Philadelphia .....	.....	79,850	99,637	101,711	118,417
Wrightsville, York and Gettysburg .....	.....	.....	28,150	39,149	68,080
	20,270,783	20,469,311	27,798,569	33,143,660	42,754,936

* Eleven months. † Ten months. ‡ One month by Catawissa; eleven months by lessees. § Gross tons. || Eight months. ¶ Four months.

COMPARATIVE STATEMENT OF EXPENSES FOR FIVE YEARS.

NAME OF COMPANY.	1864.	1865.	1866.	1867.	1868.
Atlantic and Great Western.....					\$2,988,781 95
Barclay	\$669,253 65	*\$881,897 53	\$3,522,460 23	\$3,574,936 37	\$2,151,108 89
Bellefonte and Snow Shoe.....		36,096 66	37,616 34	36,181 21	62,966 44
Buffalo, Corry and Pittsburg.....	29,161 53	47,349 25	56,825 79	58,609 15	172,073 84
Buffalo and Erie.....					1,676,164 72
Catasauqua and Fogelsville.....	33,426 42	45,182 53	37,365 53	1,775,388 71	79,837 33
Catawissa	231,476 21	220,636 12	†356,509 89	359,237 44	370,125 49
Chestnut Hill.....				5,679 67	6,630 10
Cleveland and Pittsburg.....			1,595,487 71	1,410,531 24	1,372,115 22
Cumberland Valley	201,051 70	320,931 17	357,945 36	440,148 26	392,417 26
Delaware and Hudson canal and railroad.....	490,318 59	530,672 61	642,834 16	527,256 28	583,273 28
Delaware, Lackawanna and Western.....	1,263,166 75	1,694,648 62	2,023,672 64	2,712,662 06	1,948,439 15
East Pennsylvania.....	131,551 35	179,670 95	211,044 59	278,538 82	358,851 91
Elmira and Williamsport.....	586,436 24	724,776 71	596,461 79	391,811 60	433,235 36
Erie.....					11,143,092 32
Erie and Pittsburg	108,044 49	290,543 73	403,411 86	413,235 89	433,439 96
Hanover Branch	34,057 41	38,237 65	42,907 00	34,408 11	44,331 64
Hempfield.....	42,136 10	52,634 30	52,719 99	53,357 58	51,323 53
Huntingdon and Broad Top Mountain.....	191,807 99	273,511 28	197,311 14	134,108 77	148,336 19
Ironton.....	23,280 50	21,221 60	18,978 31	14,273 43	13,567 57
Junction.....	3,190 00	14,403 62		27,549 87	34,547 51
Lackawanna and Bloomsburg.....	397,554 10	572,814 60	533,868 01	546,465 85	545,850 37
Lake Shore	860,282 79	1,210,661 80	1,616,793 45	1,498,146 29	1,437,906 49
Lawrence.....					46,116 37
Lehigh and Susquehanna	64,760 00	330,787 00	230,585 01	340,378 43	558,264 87
Lehigh Valley.....	728,108 36	1,198,230 29	1,458,643 04	2,120,208 88	2,509,389 12
Little Saw Mill Run.....	30,807 04	38,700 61	32,577 66	28,009 54	28,703 05
Littlestown			4,256 80	5,131 36	6,107 25
Northern Central	1,953,044 69	2,035,826 10	1,800,818 95	1,556,538 71	1,893,765 58
North Lebanon.....	33,773 05	23,006 43	36,359 08	25,739 14	25,739 14
North Pennsylvania.....	381,685 61	462,711 04	519,713 42	514,840 84	577,462 88
Oil Creek and Allegheny River.....					\$521,891 27
Oil Creek	228,153 49	582,135 88	676,584 84	523,476 62	156,775 65
Oil City and Pit-Hole Branch.....					21,601 22
Pennsylvania.....	9,824,791 87	13,270,058 54	12,790,909 27	12,080,299 64	11,860,983 88
Philadelphia and Baltimore Central.....	73,501 12	116,190 51	115,469 55	125,925 34	136,321 74
Philadelphia and Erie.....	1,026,752 30	2,357,415 15	2,819,713 33	2,688,112 37	2,887,425 01

Philadelphia and Reading.....	3,387,518 35	4,537,383 65	4,896,288 22	4,667,019 73	4,638,704 25
Philadelphia, Germantown and Norristown.....	217,419 18	320,363 66	332,619 43	302,519 71	320,153 28
Philadelphia and Trenton	502,997 12	684,547 57	798,908 48	564,379 21	663,651 23
Philadelphia, Wilmington and Baltimore.....	1,840,330 39	2,789,874 58	1,413,271 19	1,541,800 83	1,488,006 05
Pittsburg and Connellsville	200,372 16	252,226 37	293,143 89	307,219 20	311,702 25
Pittsburg, Fort Wayne and Chicago.....	3,654,436 35	4,856,502 57	5,350,628 14	4,736,274 27	4,793,067 12
Reading and Columbia.....	36,009 42	133,521 15	117,202 04	145,540 14	143,455 46
Schuylkill and Susquehanna.....	163,105 26	158,903 61	160,249 42	121,806 01	161,278 55
Shamokin Valley and Pottsville.....	105,644 72	174,397 78	217,746 80	172,640 74	194,252 16
Summit Branch.....	.....	.....	57,384 21	72,473 51	79,929 70
Tioga.....	82,019 89	136,895 69	140,311 48	128,898 52	164,037 35
West Chester and Philadelphia.....	120,415 28	146,642 59	230,249 77	191,939 80	186,480 95
Wrightsville, York and Gettysburg.....	.....	.....	26,621 21	24,890 03	36,370 31
	28,949,071 47	41,785,211 40	46,824,468 92	47,347,255 61	59,068,155 22

* Eleven months. † Ten months. ‡ One month by Catawissa; eleven months by lessees. § Eight months. || Four months.

COMPARATIVE STATEMENT OF RECEIPTS FOR FIVE YEARS.

AUDITOR GENERAL'S

NAME OF COMPANY.	1864.	1865.	1866.	1867.	1868.
Atlantic and Great Western.....	\$810,640 77	*\$1,461,278 09	\$4,833,489 86	\$5,195,264 73	\$4,846,047 99
Barclay .....	.....	59,884 00	71,600 97	37,092 77	18,047 92
Belleville and Snow Shoe.....	.....	.....	98,150 24	93,233 23	96,646 92
Buffalo, Corry and Pittsburg.....	46,096 70	115,414 11	.....	11,284 90	223,029 98
Buffalo and Erie.....	.....	.....	.....	2,352,229 70	2,222,804 73
Catawissa.....	45,012 91	55,321 97	84,039 28	100,604 92	125,059 89
Catsaqua and Fogelsville.....	380,488 84	370,223 33	487,051 69	502,917 98	540,542 95
Chestnut Hill.....	22,937 78	22,272 75	19,473 15	19,400 96	19,625 69
Cleveland and Pittsburg.....	.....	.....	2,612,186 17	2,140,150 00	2,306,236 88
Cumberland Valley.....	346,551 55	460,340 73	504,407 90	534,295 36	\$570,787 42
Delaware and Hudson canal and railroad.....	36,128 78	35,363 50	57,324 53	31,590 20	30,449 78
Delaware, Lackawanna and Western.....	1,984,948 11	1,733,319 98	2,738,496 20	2,613,978 62	3,743,107 00
East Pennsylvania.....	333,560 03	380,742 98	446,077 83	538,531 50	565,168 33
Elmira and Williamsport.....	652,150 59	620,319 00	517,550 65	395,149 48	528,626 39
Erie .....	.....	.....	.....	.....	14,376,872 27
Erie and Pittsburg	163,501 61	490,220 50	618,565 67	640,768 18	636,915 95
Hanover Branch.....	54,952 57	48,686 05	55,801 29	48,561 40	78,489 87
Hempfield	50,102 96	53,829 49	55,691 77	52,198 22	48,980 86
Huntingdon and Broad Top Mountain	335,280 34	352,213 15	250,906 09	186,450 91	219,211 02
Ironton	88,169 44	124,147 10	56,452 12	37,144 44	37,321 87
Junction.....	23,811 19	49,166 91	.....	75,263 38	79,032 70
Lackawanna and Bloomsburg.....	698,595 60	633,015 34	818,877 80	790,808 46	842,567 15
Lake Shore	2,424,298 68	2,359,222 86	2,568,834 83	2,659,346 60	2,467,628 09
Lawrence.....	.....	.....	.....	.....	103,162 95
Lehigh and Susquehanna.....	96,120 58	333,031 59	401,076 69	534,154 58	1,027,418 11
Lehigh Valley.....	2,280,262 62	3,049,859 80	3,718,679 99	3,580,764 58	4,220,535 57
Little Saw Mill Run.....	44,325 51	62,003 10	52,162 70	58,288 70	45,250 13
Littlestown .....	.....	.....	5,180 13	5,733 12	7,671 82
Lykens Valley.....	74,418 03	74,385 21	62,500 00	62,500 00	63,379 68
Mahanoy and Broad Mountain.....	.....	.....	100,000 00	106,377 51	116,239 34
Mill Creek and Mine Hill navigation and .....	.....	.....	.....	.....	302,048 00
Mount Carbon	14,000 00	14,000 00	14,000 00	14,010 47	14,010 61
Northern Central	2,532,269 30	3,477,640 98	2,964,032 94	2,701,123 28	2,907,151 82
North Lebanon	88,950 16	38,107 95	41,418 05	86,335 80	77,830 90
North Pennsylvania.....	741,977 39	875,951 05	902,213 17	898,573 75	1,015,394 29
Oil Creek and Allegheny River.....	.....	.....	.....	.....	11,197,090 26

Oil Creek	548,896 52	1,004,904 76	1,424,195 95	854,289 00	¶ 263,705 16
Oil City and Pit-Hole Branch	14,317,010 32	17,594,013 85	16,717,289 20	16,340,156 36	26,671 51
Pennsylvania	112,001 88	138,434 98	149,218 35	149,347 91	17,233,497 31
Philadelphia and Baltimore Central	1,031,509 29	2,074,140 79	2,541,051 79	2,334,731 22	155,746 03
Philadelphia and Erie	9,269,590 87	11,142,518 70	10,902,818 87	9,106,496 23	2,804,250 36
Philadelphia and Reading	428,146 75	656,739 51	605,345 91	634,717 39	8,791,957 05
Philadelphia, Germantown and Norristown	824,006 40	1,030,438 76	849,445 69	863,705 32	642,639 49
Philadelphia and Trenton	3,205,559 60	3,828,464 06	2,470,958 64	2,432,531 12	995,196 25
Philadelphia, Wilmington and Baltimore	327,581 10	410,723 85	539,109 56	608,596 32	2,393,897 52
Pittsburg and Connellsville	6,364,765 10	8,582,300 79	7,525,386 23	7,278,897 68	508,625 92
Pittsburg, Fort Wayne and Chicago	42,501 19	149,980 96	139,295 89	172,642 72	7,955,300 58
Reading and Columbia	129,502 34	121,570 64	145,897 50	146,840 90	178,447 15
Schuylkill and Susquehanna	208,072 85	303,223 13	348,138 11	280,452 08	167,517 63
Shamokin Valley and Pottsville	293,338 71	239,609 55	131,784 00	164,453 06	277,763 49
Summit Branch	273,232 00	347,240 95	264,123 06	262,569 52	237,928 48
Tioga			357,590 06	375,680 30	337,060 36
West Chester and Philadelphia			27,597 85	31,227 92	350,131 01
Wrightsville, York and Gettysburg					43,788 58
	51,744,518 96	64,974,263 80	70,355,468 40	69,141,501 78	89,074,489 01

* Eleven months.

† Ten months.

§ \$29,922 69 was for transportation of previous year.

‡ One month by Catawissa; eleven months by lessees.

|| Eight months.

¶ Four months.

COMPARATIVE STATEMENT OF CASH OR STOCK DIVIDENDS DECLARED FOR FIVE YEARS.

NAME OF COMPANY.	1864.	1865.	1866.	1867.	1868.
Bald Eagle Valley.....			6	6	6
Barclay coal company.....					2
Bellefonte and Snow Shoe.....			2	3	3
Buffalo and Erie.....				5	9
Catasauqua and Fogelsville.....			6	6	6
Catawissa				*3½	*6
Chestnut Hill	14	11	10	10	9
Cleveland and Pittsburg			4	5	4
Cumberland Valley	8	8	8	8	8
Delaware, Lackawanna and Western.....	5	15	20	10 †75	10 †3 64½
East Mahanoy.....		6	6	6	6
Elmira and Williamsport.....	*1-†5	*7-†5	*7-†5	*7-†5	*7-†5
Fayette County.....			§3 80	§3 80	§3 75
Hanover Branch.....	4		5	10	10
Harrisburg, Portsmouth, Mt. Joy and Lancaster..	7	7	7	7	7
Lake Shore.....	26	35	10	10	7
Lehigh Valley.....	20	10	20	10	10
Little Saw Mill Run.....				7	7
Little Schuylkill navigation, coal and.....	6	3	2		2
Lykens Valley	6½	4½	9	9	10
Mill Creek and Mine Hill navigation and	10	10	10	10	10
Mine Hill and Schuylkill Haven.....	7 7.10	8	8	8	8
Mount Carbon.....	6	6	6	6	6
Mount Carbon and Port Carbon.....	12	12	12	12	12
New Castle and Beaver Valley.....	12	7½	11½	12	12
Northern Central.....	7	8	8	8	8
North ⁹ Lebanon.....	14	10	10	10	16
North Pennsylvania.....				||5	||5
Oil Creek and Allegheny River					5
Oil Creek.....	25	20		25	15
Pennsylvania	**40	10	9	**11	**13
Pennsylvania coal company.....	30	32½	20	20	20
Philadelphia and Reading.....	¶15	10	10	**10	¶10
Philadelphia, Germantown and Norristown.....	8	8	9	10	10
Philadelphia and Trenton.....	10	10	15	10	10
Philadelphia, Wilmington and Baltimore	10	10	5	9	8
Pittsburg, Fort Wayne and Chicago... ..	7½	10	10	10	10
Schuylkill Valley navigation and	5	5	5	5	5
Shamokin Valley and Pottsville.....	3	4	4½	5½	6
Southwark.....	6	6	6	6	6
Summit Branch.....					3
Tioga.....	8	4	25	8	

* On preferred stock.

§ Per share.

¶ Stock.

† Per share on scrip.

|| Scrip.

** Cash and stock.

‡ On common stock.

COMPARATIVE STATEMENT OF ACCIDENTS FOR FIVE YEARS.

NAME OF COMPANY.	1864.		1865.		1866.		1867.		1868.	
	Killed.....	Injured....	Killed.....	Injured....	Killed.....	Injured....	Killed.....	Injured....	Killed.....	Injured....
Atlantic and Great Western.....	9	4	11	3	21	32	13	18	23	58
Buffalo, Corry and Pittsburg.....										1
Belleville and Snow Shoe.....										1
Buffalo and Erie.....		1					5	53		2
Catsauqua and Fogelsville.....	2	2	2		4	4	2		4	
Catawissa.....					10	25	18	9	8	23
Cleveland and Pittsburg.....							2	6		
Cumberland Valley.....							3	3		
Delaware and Hudson canal and railroad.....	1	5	4	4	5	8	3	7	4	
Delaware, Lackawanna and Western.....	15	4	17	16	11	13	13	21	9	9
East Pennsylvania.....	2	3	5	7	3	2	7	2	3	2
Elmira and Williamsport.....	3		1	2	3		3	2		
Erie.....		3	2	3	5	2	7	13	104	157
Erie and Pittsburg.....	3				1	1			2	6
Huntingdon and Broad Top Mountain.....							1		6	9
Iron-ton.....	1	1								
Lackawanna and Bloomsburg.....	4	2	2	3	3	4	3	4	6	11
Lake Shore.....	12	8	8		6		5		2	1
Lehigh and Susquehanna.....	2		4	3	4	1	4	3	5	5
Lehigh Valley.....	12	4	19	21	19	23	24	11	25	20
Little Saw Mill Run.....	1					1		1		
Littlestown.....						1		1		
Northern Central.....	18	27	26	20	18	31	9	6	14	11
North Pennsylvania.....	2	3	9	3	5	2	4	4	6	8
Oil Creek and Allegheny River.....									9	21
Oil Creek.....			9	8	3	1	5			
Pennsylvania.....	119	218	95	304	82	128	70	138	66	207
Philadelphia and Baltimore Central.....							1	1		
Philadelphia and Erie.....	10	16	29	32	15	29	14	13	24	40
Philadelphia and Reading.....	24	28	27	22	32	19	28	11	19	18
Philadelphia, Germantown and Norristown.....	2	3	5	3	8	2	3	7	7	9

COMPARATIVE STATEMENT OF ACCIDENTS FOR FIVE YEARS—Continued.

NAME OF COMPANY.	1864.		1865.		1866.		1867.		1868.	
	Killed.....	Injured....	Killed.....	Injured....	Killed.....	Injured....	Killed.....	Injured....	Killed.....	Injured....
Philadelphia and Trenton.....	5	5	18	44	1	8	4	8	6	7
Philadelphia, Wilmington and Baltimore.....	23	11	29	15	11	2	8	7	13	8
Pittsburg and Connellsville.....	6	1	3	3	9	7	7	4	9	4
Pittsburg, Fort Wayne and Chicago.....	37	32	51	58	38	104	29	54	40	71
Reading and Columbia.....	1	2	1	3	1	1	2	3	1	1
Schuylkill and Susquehanna.....	1	2	2	1	1	.....	1	1	2	1
Shamokin Valley and Pottsville.....	1	3	2	.....	.....	.....	1	1	1	.....
Summit Branch.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Tioga.....	1	.....	.....	2	2	2	.....	.....	1	1
West Chester and Philadelphia.....	1	.....	4	.....	.....	.....	1	3	1	.....
Wrightsville, York and Gettysburg.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....
	317	388	383	580	323	453	300	414	424	720

TABULATED RESULTS
COMPILED FROM CITY PASSENGER RAILROADS.

TABLE A.—PASSENGER RAILWAYS—STOCK AND DEBT.

NAME OF COMPANY.	Capital stock as authorized by law.....	Amount of stock subscribed	Total am't now paid in of capital stock	Total am't now of floating and funded debt.....	Rate per cent. on funded debt.....	Rate per cent. of dividend.....
Allentown.....	\$315,000 00	\$315,000 00	\$29,813 75	\$12,191 55	.....	.....
Citizens', Philadelphia.....	500,000 00	500,000 00	192,750 00	.....	.....	12
Citizens', Pittsburg.....	200,000 00	.....	176,000 00	64,000 00	7	18
Erie and South Eastern.....	75,000 00	26,375 00	26,000 00	500 00	6	.....
Fraunkford and Southwark, Philadelphia.....	500,000 00	491,750 00	491,750 00	200,000 00	7	5
Germantown, Philadelphia.....	1,000,000 00	1,000,000 00	112,245 00	350,000 00	7	3
Girard College, Philadelphia.....	500,000 00	500,000 00	170,000 00	.....	.....	*\$2 00
Green and Coates Street, Philadelphia.....	500,000 00	150,000 00	150,000 00	100,000 00	7	*2 00
Harrisburg City.....	75,000 00	43,475 00	41,994 77	.....	.....	.....
Hestonville, Mantua and Fairmount, Philadelphia.....	2,050,000 00	.....	306,390 36	12,012 92	7	.....
Lombard and South Street, Philadelphia.....	500,000 00	250,000 00	90,000 00	73,000 00	7	.....
Oakland and East Liberty.....	100,000 00	59,570 00	59,500 00	60,094 50	7	.....
People's Street, Luzerne county.....	109,100 00	109,100 00	104,028 45	.....	.....	15
Philadelphia City, Philadelphia.....	750,000 00	750,000 00	225,000 00	221,264 71	6	*\$3 00
Philadelphia and Darby, Philadelphia.....	1,000,000 00	160,000 00	160,000 00	89,000 00	7	4
Philadelphia and Gray's Ferry, Philadelphia.....	1,000,000 00	.....	285,307 00	5,500 00	7	7
Pittsburg, Allegheny and Manchester.....	.....	200,000 00	124,000 00	39,950 00	7	† 7
Pittsburg and Birmingham, Pittsburg.....	100,000 00	100,000 00	82,000 00	40,681 89	7	*\$3 00
Ridge Avenue and Manayunk, Philadelphia.....	250,000 00	.....	120,500 00	63,300 00	6, 7	.....
Schuylkill River	500,000 00	500,000 00	50,000 00	.....	.....	.....
Second and Third Street, Philadelphia.....	961,100 00	961,100 00	573,387 25	109,300 00	7	7
Seventeenth and Nineteenth Street, Philadelphia.....	500,000 00	500,000 00	130,000 00	37,408 11	.....	.....
Thirtieth and Fifteenth Street, Philadelphia.....	1,000,000 00	997,700 00	.....	.....	.....	1
Union, Philadelphia.....	1,000,000 00	400,000 00	400,000 00	300,000 00	6	*\$2 50
West Philadelphia, Philadelphia.....	500,000 00	375,000 00	375,000 00	115,000 00	7	10
Wilkesbarre and Kingston.....	75,000 00	75,000 00	50,000 00	12,000 00	.....	.....
	14,060,200 00	8,464,000 00	4,525,666 58	2,074,196 01	.....	.....

* Per share.

† Stock.

TABLE B.—PASSENGER RAILWAYS.

NAME OF COMPANY.	COST OF ROAD AND EQUIP'T.	CHARACTERISTICS OF ROAD.									
		Length of road...	Gauge of road....	Weight of rail per yard, (lb.).....	No. of car houses, shops & stables,	No. of depots.....	No. of first class passenger cars,	No. second class passenger cars,	No. of other cars,	No. of horses and mules owned by the comp'y,	Value of real estate held exclusive of roadway.....
Allentown	\$27,673 72	3 $\frac{1}{2}$	4 8 $\frac{1}{2}$	19	2	.....	5	.....	.....	12	\$15,632 56
Citizens', Philadelphia	179,635 29	7 $\frac{1}{4}$	5 2	45	3	1	32	2	3	202	65,756 75
Citizens', Pittsburg	234,045 25	5	5 2 $\frac{1}{4}$	43	4	2	26	3	1	146	70,000 00
Easton and South Easton	24,275 13	1 $\frac{3}{8}$	5 2	43	1	.....	3	.....	.....	10	3,600 00
Frankford and Southwark, Philadelphia.....	762,490 86	12	5 2	45-47	2	3	40	.....	.....	298	76,300 03
Germantown, Philadelphia.....	562,270 00	25 $\frac{1}{2}$	5 2	45	11	3	59	.....	.....	364	63,500 00
Girard College, Philadelphia.....	171,712 30	5	5 2	45	1	1	25	.....	.....	125	50,000 00
Green and Coates Street, Philadelphia	236,219 95	4 $\frac{1}{2}$	5 2	45	5	2	34	8	.....	227	70,279 52
Harrisburg City.....	60,119 55	2	5 2 $\frac{1}{2}$	43	1	1	5	1	.....	26	10,000 00
Hestonville, Mantua and Fairmont, Philadelphia.....	472,688 69	11	5 2	43	5	2	57	1	.....	345	100,000 00
Lombard and South Street, Philadelphia.....	165,927 28	4 $\frac{1}{2}$	5 2	45	2	1	18	.....	1	113	30,000 00
Oakland and East Liberty	105,457 21	5	5 2	43	5	1	13	.....	.....	75	15,000 00
People's Street, Luzerne county.....	110,906 61	9	4 8 $\frac{1}{2}$	25	5	.....	5	3	4	30	9,000 00
Philadelphia City, Philadelphia.....	446,264 71	7	5 2	45-56	4	1	46	.....	2	280	.....
Philadelphia and Darby, Philadelphia.....	250,419 53	5	5 2	42	3	2	10	3	1	50	.....
Philadelphia and Gray's Ferry, Philadelphia	293,548 14	7	5 2	45	3	1	25	3	3	140	40,000 00
Pittsburg, Allegheny and Manchester.....	143,123 42	4 $\frac{3}{4}$	5 2	45	6	3	28	.....	1	153	35,934 33
Pittsburg and Birmingham, Pittsburg	108,488 59	2 $\frac{1}{2}$	5 2	45	3	2	12	.....	2	80	27,071 83
Ridge Avenue and Manayunk, Philadelphia	179,635 59	4 $\frac{1}{2}$	5 2	40	3	2	12	.....	.....	48	.....
Schuylkill River, (leased to the Philadelphia and Gray's Ferry.)	47,463 54	3	5 2	44	.....	1	.....	.....	.....	.....	.....
Second and Third Street, Philadelphia.....	628,843 00	29 $\frac{1}{2}$	5 2 $\frac{1}{4}$	45	5	2	73	3	12	486	125,000 00
Seventeenth and Nineteenth Street, Philadelphia	116,918 06	5 $\frac{1}{2}$	5 2	55	3	1	15	2	3	110	45,000 00
Thirteenth and Fifteenth Street, Philadelphia .....	.....	6 $\frac{1}{4}$	5 2	45	3	1	29	.....	4	170	103,700 00
Union, Philadelphia.....	764,927 03	25	5 2	43	2	2	70	11	9	536	153,928 57
West Philadelphia, Philadelphia.....	571,055 26	10	5 2	44	10	1	55	15	4	380	93,000 00
Wilkesbarre and Kingston.....	92,332 67	4 $\frac{1}{2}$	5 2	30-45	1	1	4	.....	1	14	10,000 00
	6,756,141 38	209 $\frac{1}{4}$	.....	.....	93	37	701	55	52	4,420	1,212,703 56

TABLE C.—PASSENGER RAILWAYS.

NAME OF COMPANY.	TRANSPORTATION OF PASSENGERS.		EXPENSES.		RECEIPTS.
	No. passengers (all classes) carried in cars.	Of maintaining the road or real estate of corporation.	Of operating the road.	Total.	
Allentown.....			\$3,680 77	\$3,680 77	\$6,771 36
Citizens', Philadelphia.....	3,646,303	\$2,727 58	134,990 35	137,717 93	227,369 44
Citizens', Pitsburg.....	2,326,088	7,674 81	85,921 45	93,596 26	139,863 58
Easton and South Easton.....	103,228	113 44	6,456 61	6,570 05	10,444 07
Frankford and Southwark, Philadelphia.....	4,385,779	18,745 07	207,891 92	226,636 99	299,227 90
Germantown, Philadelphia.....	*3,900,000	7,172 04	218,630 04	225,802 08	322,439 51
Girard College, Philadelphia.....				92,223 25	117,342 28
Green and Coates Street, Philadelphia.....		5,202 79	139,302 70	144,505 49	187,103 17
Harrisburg City.....	*185,444		9,608 43	9,608 43	9,272 52
Hestonville, Mantua and Fairmount, Philadelphia.....	3,607,233	18,585 20	176,097 93	194,683 13	262,228 96
Lombard and South Street, Philadelphia.....	1,300,000	892 25	55,842 41	56,734 66	70,352 72
Oakland and East Liberty.....	750,757	1,127 46	42,922 98	44,050 44	49,929 22
People's Street, Luzerne county.....	185,192		10,283 36	10,283 36	16,003 04
Philadelphian City, Philadelphia.....	4,175,418	5,942 68	177,147 89	183,090 57	250,556 82
Philadelphia and Darby, Philadelphia.....	379,285	2,886 70	24,944 87	27,831 57	40,373 64
Philadelphia and Gray's Ferry, Philadelphia.....	*1,700,000	1,972 75	65,633 75	67,606 50	87,642 72
Pittsburg, Allegheny and Manchester.....	2,284,598	3,812 36	91,700 60	95,512 96	133,266 37
Pittsburg and Birmingham, Pittsburg.....	1,187,122	10,953 48	46,954 80	57,908 28	70,706 17
Ridge Avenue and Manayunk, Philadelphia.....	6,559,148	4,231 86	30,306 29	34,538 15	36,111 30
Second and Third Street, Philadelphia.....	1,305,986	25,976 11	295,058 13	321,034 24	524,610 72
Seventeenth and Nineteenth Street, Philadelphia.....	*2,586,539	2,969 81	62,939 11	65,908 92	79,754 46
Thirteenth and Fifteenth Street, Philadelphia.....	6,324,921	2,476 18	96,410 19	98,886 37	146,241 43
Union, Philadelphia.....				334,987 49	420,293 53
West Philadelphia, Philadelphia.....		16,497 02	242,020 30	258,517 32	321,374 46
Wilkes-Barre and Kingston.....	180,000			8,001 23	13,883 18
	47,103,041	139,959 59	2,224,744 88	2,799,916 44	3,843,762 57

* Appr oximated.

TABLE D.—PASSENGER RAILWAYS—ACCIDENTS.

NAME OF COMPANY.	PASSENGER'S		EMPLOY'S.		OTHERS.		TOTAL.	
	Killed.....	Injured.....	Killed.....	Injured.....	Killed.....	Injured.....	Killed.....	Injured.....
Allentown.....					1		1	
Citizens', Philadelphia					1		1	
Citizens', Pittsburg					1	2	1	2
Frankford and Southwark, Philadelphia.....	1	3					1	3
Germantown, Philadelphia.....					1	1	1	1
Girard College, Philadelphia.....					1		1	
Green and Coates Street, Philadelphia.....						1		1
Harrisburg City						1		1
Hestonville, Mantua and Fairmount, Philadelphia...		1		1	2		2	2
Lombard and South Street, Philadelphia.....					1	1	1	1
Philadelphia City, Philadelphia.....					2		2	
Ridge Avenue and Manayunk, Philadelphia.....	1						1	
Second and Third Street, Philadelphia.....		4				1		5
Thirteenth and Fifteenth Street, Philadelphia.....		1						1
West Philadelphia, Philadelphia.....	1						1	
Wilkesbarre and Kingston.....					1	1	1	1
	3	9		1	11	8	14	18

COMPARATIVE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS.

NAME OF COMPANY.	1864.	1865.	1866.	1867.	1868.
Allentown.....					\$29,813 75
Citizens', Philadelphia.....	\$192,750 00	\$192,750 00	\$192,750 00	\$192,750 00	192,750 00
Citizens', Pittsburg.....	100,000 00	100,000 00	126,000 00	166,000 00	176,000 00
Easton and South Easton.....				24,500 00	26,000 00
Frankford and Southwark, Philadelphia.....	490,530 00	491,620 00	491,650 00	491,650 00	491,750 00
Germanatown, Philadelphia.....	112,245 00	112,245 00	112,245 00	112,245 00	112,245 00
Girard College, Philadelphia.....	160,000 00	160,000 00	160,000 00	170,000 00	170,000 00
Green and Coates Street, Philadelphia.....	150,000 00	150,000 00	150,000 00	150,000 00	150,000 00
Harrisburg City.....		30,118 75	41,113 91	41,994 77	41,994 77
Hestonville, Mantua and Fairmount, Philadelphia.....					306,330 36
Lombard and South Street, Philadelphia.....	90,000 00	90,000 00	90,000 00	90,000 00	90,000 00
Oakland and East Liberty.....			59,500 00	59,500 00	59,500 00
People's Street, Luzerne county.....				34,800 00	104,023 45
Philadelphia City, Philadelphia.....	100,000 00	100,000 00	225,000 00	225,000 00	225,000 00
Philadelphia and Darby, Philadelphia.....	100,000 00	100,000 00	100,000 00	160,000 00	160,000 00
Philadelphia and Gray's Ferry, Philadelphia.....	159,312 00	217,697 00	250,157 00	285,307 00	285,307 00
Pittsburg, Allegheny and Manchester.....	75,000 00	75,000 00	100,000 00	110,000 00	124,000 00
Pittsburg and Birmingham, Pittsburg.....	48,000 00	54,000 00	68,000 00	76,000 00	82,000 00
Ridge Avenue and Manayunk, Philadelphia.....	120,000 00	120,000 00	120,000 00	120,500 00	120,500 00
Schuylkill River.....			50,000 00	50,000 00	50,000 00
Second and Third Street, Philadelphia.....	203,757 25	203,757 25	339,007 25	339,007 25	573,387 25
Seventeenth and Nineteenth Street, Philadelphia.....	120,000 00	120,000 00	120,000 00	130,000 00	130,000 00
Union, Philadelphia.....		291,475 00	400,000 00	400,000 00	400,000 00
West Philadelphia, Philadelphia.....	249,100 00	249,100 00	249,100 00	375,000 00	375,000 00
Wilkesbarre and Kingston.....			25,000 00	49,800 00	50,000 00
	2,470,694 25	2,857,763 00	3,469,523 16	3,854,054 02	4,525,666 58

COMPARATIVE STATEMENT OF FUNDED AND FLOATING DEBT FOR FIVE YEARS.

NAME OF COMPANY.	1864.	1865.	1866.	1867.	1868.
Allentown.....					\$12,191 55
Citizens', Pittsburg.....	\$77,856 71	\$63,618 15	\$64,056 00	\$63,300 00	64,000 00
Easton and South Easton.....				500 00	500 00
Frankford and Southwark, Philadelphia.....	218,500 00	200,000 00	200,000 00	200,000 00	200,000 00
German town, Philadelphia.....	250,000 00	250,000 00	386,294 87	370,000 00	350,000 00
Green and Coates Street, Philadelphia.....	98,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Harrisburg City.....		9,000 00	14,324 57	11,998 13	12,012 92
Hestonville, Mantua and Fairmount, Philadelphia.....			185,250 49		168,992 33
Lombard and South Street, Philadelphia.....	75,000 00	66,200 00	64,700 00	68,100 00	73,000 00
Oakland and East Liberty.....			58,331 17	58,599 17	60,094 50
Philadelphia City, Philadelphia.....	135,000 00	135,000 00	171,254 73	211,911 43	221,264 71
Philadelphia and Darby, Philadelphia.....	17,000 00	17,000 00	17,000 00	80,000 00	89,000 00
Philadelphia and Gray's Ferry, Philadelphia.....	15,500 00	25,000 00			5,500 00
Pittsburg, Allegheny and Manchester.....	39,963 80	35,150 00	54,507 72	59,916 79	39,950 00
Pittsburg and Birmingham, Pittsburg.....	27,968 65	22,600 00	10,600 00	20,000 00	40,681 89
Ridge Avenue and Manayunk, Philadelphia.....				63,300 00	63,300 00
Second and Third Street, Philadelphia.....	172,000 00	137,300 00	155,429 33	182,288 35	109,500 00
Seventeenth and Nineteenth Street, Philadelphia.....					57,408 11
Union, Philadelphia.....		378,128 11	335,000 00	300,000 00	300,000 00
West Philadelphia, Philadelphia.....	110,000 00	110,000 00	100,000 00	100,000 00	115,000 00
Wilkesbarre and Kingston.....			6,260 76	8,500 00	12,000 00
	1,236,789 16	1,551,996 26	1,923,009 64	1,907,413 87	2,074,196 01

COMPARATIVE STATEMENT OF INTEREST ON FUNDED DEBT, AND DIVIDENDS DECLARED FOR FIVE YEARS.

NAME OF COMPANY.	INTEREST ON FUNDED DEBT.					DIVIDENDS DECLARED.				
	1864.	1865.	1866.	1867.	1868.	1864.	1865.	1866.	1867.	1868.
Citizens', Philadelphia.....										
Citizens', Pittsburg.....	6, 7	7	7	7	7	8½	9	12	12	12
Easton and South Easton.....				6	6	*\$4 00	10	10	20	18
Frankford and Southwark, Philadelphia.....	7	7	7	7	7	8		6	6	5
German town, Philadelphia.....	7	7	7	7	7				3	3
Girard College, Philadelphia.....						*\$2 00	*\$2 00	*\$2 50	*\$2 00	*\$2 00
Green and Coates Street, Philadelphia.....	7	7	7	7	7	*\$3 10	*\$1 00	*\$2 75	*\$1 50	*\$2 00
Harrisburg City.....										
Hestonville, Mantua and Fairmount, Philadelphia.....				7	7					
Lombard and South Street, Philadelphia.....	7	7	7	7	7					
Oakland and East Liberty.....										
People's Street, Luzerne county.....										15
Philadelphia City, Philadelphia.....	6	6		6	6	*\$6 00	*\$3 75	*\$5 50	*\$1 50	*\$3 00
Philadelphia and Darby, Philadelphia.....	7	7	7	7	7	*\$40	*\$50		10½	4
Philadelphia and Gray's Ferry, Philadelphia.....	7	7				*\$1 50	4½		3	7
Pittsburg, Allegheny and Manchester.....	7	7	7	7	7			16	*\$2 50	*\$17
Pittsburg and Birmingham, Pittsburg.....	7	7	7	7	7			*\$7 00	*\$4 00	*\$3 00
Ridge Avenue and Manayunk, Philadelphia.....	6, 7	6, 7	6, 7	6, 7	6, 7	8		4	*\$50	
Second and Third Street, Philadelphia.....	7	7	7	7	7	10	10	10	10	7
Seventeenth and Nineteenth Street, Philadelphia.....						5				
Thirteenth and Fifteenth Street, Philadelphia.....						*\$2 50	*\$2 50	*\$2 00	*\$1 50	1
Union, Philadelphia.....		6	6	6	6			*\$1 50	*\$1 50	*\$2 50
West Philadelphia, Philadelphia.....	7	7	7	7	7	10	10	10	10	10

* Per share,

† Stock,

COMPARATIVE STATEMENT OF COST OF ROAD AND EQUIPMENT FOR FIVE YEARS.

NAME OF COMPANY.	1864.	1865.	1866.	1867.	1868.
Allentown.....					\$27,673 72
Citizens', Philadelphia.....	\$176,048 70	\$176,048 70	\$176,048 70	\$176,048 70	179,635 29
Citizens', Pittsburg.....	185,913 30	188,024 24	218,024 24	230,479 77	234,045 25
Easton and South Easton.....				23,421 75	24,275 13
Frankford and Southwark, Philadelphia.....	759,261 62	765,569 50	772,006 44	766,490 86	762,490 86
German town, Philadelphia.....	377,824 29	385,169 34	481,335 54	562,270 00	562,270 00
Girard College, Philadelphia.....	81,611 72	81,611 72	81,611 72	170,864 02	171,712 30
Green and Coates Street, Philadelphia.....	232,953 62	232,953 62	232,953 62	234,463 70	236,219 95
Harrisburg City.....		49,404 92	55,874 19	57,948 20	60,119 55
Hestonville, Mantua and Fairmount, Philadelphia.....					472,688 69
Lombard and South Street, Philadelphia.....	127,217 69	156,000 00	160,189 80	162,957 28	165,627 28
Oakland and East Liberty.....					105,457 21
People's Street, Luzerne county.....					110,906 61
Philadelphia City, Philadelphia.....	235,421 52	240,264 02	336,254 73	34,800 00	446,264 71
Philadelphia and Darby, Philadelphia.....	86,447 04	86,383 04	118,383 04	436,911 43	250,419 53
Philadelphia and Gray's Ferry, Philadelphia.....	175,610 15	249,411 82	260,552 91	250,419 53	293,548 14
Pittsburg, Allegheny and Manchester.....	93,921 36	96,385 36	140,740 03	286,583 36	143,123 42
Pittsburg and Birmingham, Pittsburg.....	65,355 64	66,440 64	72,909 23	146,895 10	108,488 59
Ridge Avenue and Manayunk, Philadelphia.....	179,635 59	179,635 59	179,635 59	179,635 59	179,635 59
Schuylkill River.....			46,019 40	47,463 54	47,463 54
Second and Third Street, Philadelphia.....	478,201 89	472,031 61	485,823 44	487,936 68	628,843 00
Seventeenth and Nineteenth Street, Philadelphia.....	114,368 06	114,368 06	114,368 06	114,368 06	116,918 06
Union, Philadelphia.....		675,403 17	762,247 57	764,927 03	761,927 03
West Philadelphia, Philadelphia.....		355,105 86	358,523 73	479,705 99	571,055 26
Wilkesbarre and Kingston.....	337,879 65		23,880 00	70,285 42	92,332 67
	3,707,671 87	4,570,211 21	5,130,681 98	5,766,721 86	6,756,141 38

COMPARATIVE STATEMENT OF PASSENGERS CARRIED FOR FIVE YEARS.

NAME OF COMPANY.	1864.	1865.	1866.	1867.	1868.
Citizens', Philadelphia.....	3,250,000	3,500,000	3,500,000	3,500,000	3,646,303
Citizens', Pittsburg.....	1,896,857	1,994,641	2,323,919	2,438,970	2,323,088
Easton and South Easton.....				93,361	165,228
Frankford and Southwark, Philadelphia.....	4,900,000	4,500,000	4,000,000	4,000,000	4,385,779
Germanatown, Philadelphia.....			2,900,000	3,400,000	3,900,000
Green and Coates Street, Philadelphia.....	2,919,908	1,021,426			
Harrisburg City.....		134,537	229,256	162,945	185,444
Hestonville, Mantua and Fairmount, Philadelphia.....					3,607,233
Lombard and South Street, Philadelphia.....	1,200,000	1,200,000	1,200,000	1,200,000	1,300,000
Oakland and East Liberty.....	642,974		716,482	806,043	750,757
People's Street, Luzerne county.....				45,000	185,192
Philadelphia City, Philadelphia.....	2,631,160	2,566,904	3,252,497	3,845,941	4,175,418
Philadelphia and Darby, Philadelphia.....	334,926	333,809	291,067	303,621	379,285
Philadelphia and Gray's Ferry, Philadelphia.....	1,892,956	1,792,644	1,985,451	1,712,891	1,700,000
Pittsburg, Allegheny and Manchester.....	1,554,088	1,600,000	1,900,000		2,284,598
Pittsburg and Birmingham, Pittsburg.....	1,160,995	1,174,615	1,290,525	1,221,143	1,157,122
Second and Third Street, Philadelphia.....	7,500,000	7,000,000	7,000,000	7,500,000	6,553,148
Seventeenth and Nineteenth Street, Philadelphia.....					1,305,986
Thirteenth and Fifteenth Street, Philadelphia.....	1,750,000		1,600,000		2,586,539
Union, Philadelphia.....			5,334,505		6,324,921
Wilkesbarre and Kingston.....			91,689	125,000	180,000
	31,633,864	26,818,576	37,615,391	30,354,915	47,103,041

COMPARATIVE STATEMENT OF EXPENSES FOR FIVE YEARS.

NAME OF COMPANY.	1864.	1865.	1866.	1867.	1868.
Allentown.....					\$3,680 77
Citizens', Philadelphia.....	\$102,964 50	\$121,333 15	\$113,827 95	\$124,336 24	137,717 93
Citizens', Pittsburg.....	80,345 34	79,873 68	86,416 62	91,828 55	93,596 26
Easton and South Easton.....				4,543 34	6,570 05
Frankford and Southwark, Philadelphia.....	170,868 47	195,316 71	201,898 37	238,146 40	226,636 99
German town, Philadelphia.....	135,006 48	147,634 43	467,646 28	220,992 69	225,802 08
Girard College, Philadelphia.....	80,948 92	86,034 03	87,594 51	96,226 27	92,223 25
Green and Coates Street, Philadelphia.....	114,282 38	119,082 88	114,566 44	160,835 00	144,505 49
Harrisburg City.....		3,164 75	11,642 40	10,332 52	9,608 43
Hestonville, Mantua and Fairmount, Philadelphia.....			211,193 52		194,683 13
Lombard and South Street, Philadelphia.....	48,123 52	58,453 98	47,292 19	53,483 48	56,734 66
Oakland and East Liberty.....	39,396 15		62,534 04	58,424 32	44,050 44
People's Street, Luzerne county.....				2,218 33	10,283 36
Philadelphia City, Philadelphia.....	74,938 78	90,256 48	130,503 75	173,032 99	183,090 57
Philadelphia and Darby, Philadelphia.....	26,152 69	30,287 46	25,802 44	28,919 43	27,831 57
Philadelphia and Gray's Ferry, Philadelphia.....	58,372 84	64,355 99	63,495 42	70,545 01	67,605 50
Pittsburg, Allegheny and Manchester.....	65,558 44	68,552 57	93,282 59	116,006 59	95,512 96
Pittsburg and Birmingham, Pittsburg.....	44,696 09	52,762 31	50,197 75	53,302 39	57,908 28
Ridge Avenue and Manayunk, Philadelphia.....	32,458 33	34,834 41	34,146 63	34,074 18	34,538 15
Second and Third Street, Philadelphia.....	278,347 63	278,732 50	276,335 82	302,707 83	321,034 24
Seventeenth and Nineteenth Street, Philadelphia.....	37,081 06	42,496 57	48,793 19	53,343 63	65,903 92
Thirteenth and Fifteenth Street, Philadelphia.....	92,081 17	104,603 87	101,742 91	109,568 58	98,886 37
Union, Philadelphia.....			277,320 92	323,737 65	334,987 49
West Philadelphia, Philadelphia.....			211,614 49	230,366 09	258,517 32
Wilkesbarre and Kingston.....	189,456 68	227,926 75	5,744 53	4,695 71	8,001 23
	1,671,079 47	1,805,702 52	2,723,592 76	2,566,687 22	2,799,916 44

COMPARATIVE STATEMENT OF RECEIPTS FOR FIVE YEARS.

NAME OF COMPANY.	1864.	1865.	1866.	1867.	1868.
Allentown					
Citizens', Philadelphia.....	\$162,367 18	\$210,143 26	\$206,945 35	\$208,983 88	\$6,771 36
Citizens', Pittsburg	100,380 88	114,721 76	143,111 19	144,008 31	227,369 44
Easton and South Easton.....				4,971 11	139,863 58
Frankford and Southwark, Philadelphia.....	251,897 35	286,861 53	261,223 06	295,141 91	10,444 07
German town, Philadelphia.....	176,539 83	137,195 29	294,683 57	284,574 13	290,227 90
Girard College, Philadelphia	102,861 46	122,866 73	104,934 35	112,204 20	322,439 51
Green and Coates Street, Philadelphia.....	166,775 70	158,803 50	166,791 71	170,439 48	117,342 28
Harrisburg City.....		6,726 85	11,462 81	9,776 71	187,103 17
Hestonville, Mantua and Fairmount, Philadelphia.....			242,181 51		9,272 52
Lombard and South Street, Philadelphia	54,040 71	72,460 63	67,458 47	66,529 37	262,828 96
Oakland and East Liberty	37,904 90		43,263 96	49,980 38	70,352 72
People's Street, Luzerne county				4,600 00	49,929 22
Philadelphia City, Philadelphia.....	133,462 06	149,978 54	191,325 49	226,043 60	16,003 04
Philadelphia and Darby, Philadelphia.....	32,448 82	36,781 46	39,290 84	38,371 08	250,556 82
Philadelphia and Gray's Ferry, Philadelphia.....	79,670 19	84,900 80	101,996 39	93,888 07	40,373 64
Pittsburg, Allegheny and Manchester	67,930 21	88,795 17	116,338 79	138,501 05	87,642 72
Pittsburg and Birmingham, Pittsburg	58,005 96	67,040 37	80,135 43	74,852 22	133,266 37
Ridge Avenue and Manayunk, Philadelphia.....	39,334 36	41,737 58	42,025 52	40,799 40	70,706 17
Second and Third Street, Philadelphia	355,773 97	437,562 65	407,923 64	408,155 84	36,111 30
Seventeenth and Nineteenth Street, Philadelphia.....	41,269 28	51,683 67	57,662 19	69,627 54	524,610 72
Thirtieth and Fifteenth Street, Philadelphia.....	116,912 75	143,038 19	128,955 25	131,728 41	79,754 46
Union, Philadelphia			344,895 17	366,348 59	146,241 43
West Philadelphia, Philadelphia.....	220,672 84	309,261 56	292,461 36	281,058 31	420,293 53
Wilkesbarre and Kingston.....			9,138 92	12,118 95	321,374 46
					13,883 18
	2,198,248 45	2,580,559 54	3,354,234 97	3,232,702 54	3,833,762 57

COMPARATIVE STATEMENT OF ACCIDENTS FOR FIVE YEARS.

NAME OF COMPANY.	1864.		1865.		1866.		1867.		1868.	
	Killed.....	Injured...	Killed.....	Injured...	Killed.....	Injured..	Killed.....	Injured...	Killed.....	Injured..
Allentown				2	1	1			1	
Citizens', Philadelphia				2	2	2	1		1	
Citizens', Pittsburg	3	4			2	2	1	2	1	2
Easton and South Easton								2		
Frankford and Southwark, Philadelphia				2		1		3		3
Germantown, Philadelphia			2	2	1		1		1	1
Girard College, Philadelphia			1	1			1		1	
Green and Coates Street, Philadelphia			1	4		1			1	
Harrisburg City				1			2			1
Hestonville, Mantua and Fairmount, Philadelphia										1
Lombard and South Street, Philadelphia	3		2		2	4			2	2
Oakland and East Liberty		1			1		1		1	1
Philadelphia City, Philadelphia	1	1	1			2		2	2	
Philadelphia and Gray's Ferry, Philadelphia										
Pittsburg, Allegheny and Manchester			1			1				
Pittsburg and Birmingham, Pittsburg	3	1	2	3	1	1		1		
Ridge Avenue and Manayunk, Philadelphia										
Second and Third Street, Philadelphia	7		4	7		4	1	7	1	5
Seventeenth and Nineteenth Street, Philadelphia				1			1	1		
Thirtieth and Fifteenth Street, Philadelphia		1	2	2		1				1
Union, Philadelphia			2	2						
West Philadelphia, Philadelphia	1	4		5		5	2	2	1	
Wilkesbarre and Kingston					1			1	1	1
	11	19	19	35	9	23	9	24	14	18

TABULATED RESULTS
COMPILED FROM CANAL REPORTS.

TABLE A.—STOCK AND DEBT.

NAME OF COMPANY.	Capital stock as authorized by law.....	Total amount now paid in of capital stock....	Total amount of funded debt.....	Total amount of floating debt.....	Total amount of funded and floating debt.....	Rate per cent. on funded debt
Delaware and Hudson .....	.....	\$14,997,300 00	\$2,031,000 00	.....	\$2,031,000 00	7
Delaware Division	\$2,400,000 00	1,633,350 00	800,000 00	.....	800,000 00	6
Erie	1,500,000 00	64,000 00	.....	.....	1,373,529 87	.....
function	400,000 00	398,910 00	.....	.....	.....	.....
Lehigh coal and navigation.....	.....	8,739,800 00	14,004,387 48	.....	14,004,387 48	6
Muncy .....	.....	2,625 00	.....	100 00	100 00	.....
Pennsylvania.....	5,000,000 00	2,750,000 00	701,000 00	.....	701,000 00	6
Schuy kill navigation. ....	.....	4,797,184 75	7,762,720 35	.....	8,299,131 07	61-7
Susquehanna	1,500,000 00	2,002,746 00	2,628,310 58	536,410 74	2,777,606 32	6
Union	2,907,850 00	2,907,850 00	3,000,000 00	149,295 74	3,000,000 00	6
West Branch and Susquehanna.....	1,500,000 00	1,100,000 00	749,000 00	.....	616,000 00	6
Wiconisco	60,000 00	58,925 00	15,000 00	.....	27,560 00	6
Wyoming Valley	1,350,000 00	800,000 00	600,000 00	12,560 00	600,000 00	6
	16,617,850 00	40,252,690 75	32,291,418 39	2,071,896 35	34,230,314 74	

TABLE B.—CHARACTERISTICS OF CANAL.

NAME OF COMPANY.	Cost of canal and fixtures.....	Length of main line of the canal, (miles,)	Number of branch or leased canals.....	Number of basins.....	Number of houses....	Number of locks.....	No. of weigh-locks....	Number of bridges...	Number of dams.....	No. of aqueducts.....	Number of miles of slack-water.....	No. of boats owned by the company.....	No. of boats owned and run by private parties.....	Value of real estate held by the company, exclusive of canal
Delaware and Hudson.....	\$6,888,184 52	108	.....	.....	125	109	2	157	31	22	3	801	233	.....
Delaware Division.....	2,433,350 00	60	.....	4	24	32	1	88	2	10	.....	.....	1,000	\$5,000 00
Erie.....	1,437,529 87	136	1	30	33	134	1	221	13	9	32	11	250	150 00
Junction.....	500,000 00	18	.....	2	11	11	.....	36	3	2	5	2	.....	1,500 00
Lehigh coal and navigation.....	4,455,000 00	48	1	5	46	53	1	14	9	3	12	530	965	.....
Muncy.....	6,182 62	.....	.....	1	.....	.....	.....	1	.....	.....	.....	.....	17	.....
Pennsylvania.....	.....	173	.....	8	118	108	3	252	22	37	20	41	1,200	5,500 00
Schuylkill navigation.....	10,586,399 30	108	1	19	66	71	.....	112	31	12	50	750	150	221,650 09
Susquehanna.....	4,685,296 68	45	.....	2	28	33	1	13	1	8	2	2	.....	45,000 00
Union.....	5,907,850 00	77 ¹ / ₂	1	8	92	91	2	103	16	17	5	.....	.....	12,500 00
West Branch and Susquehanna.....	.....	123	.....	58	33	38	1	191	7	25	19	.....	.....	.....
Wisconsin.....	500,000 00	12	.....	1	4	7	.....	15	1	3	.....	.....	.....	300 00
Wyoming Valley	2,000,000 00	64	.....	16	14	11	1	96	1	7	4	10	1,190	.....
	39,399,762 99	973 ¹ / ₄	4	154	594	698	13	1,299	137	155	152	2,147	.....	291,610 09

TABLE C.—TONNAGE, EXPENSES, AND RECEIPTS.

NAME OF COMPANY.	TONNAGE.		EXPENSES.			RECEIPTS.
	No. t'ns of thro' f't on main line.	Gross am't tonnage, includ'g br's & lsd. c'ls.	Main'g canal or real estate of the corporat'n.	Op'g the canal.	Total.	
Delaware and Hudson .....	.....	*1,984,088	\$340,557 99	\$133,111 35	\$473,669 34	\$97,539 18
Delaware Division, (leased to Lehigh coal and navigation company,) .....	.....	.....	57,191 16	11,054 54	68,245 70	222,611 25
Erie .....	.....	220,257	71,117 61	30,317 75	101,435 36	79,247 75
Junction .....	.....	191,060	12,212 43	4,742 67	16,955 10	23,673 17
Lehigh coal and navigation.....	\$1,357,944	2,360,411	77,495 91	59,539 70	137,035 61	380,455 31
Muncy .....	.....	*1,664	19 00	24 00	43 00	193 34
Pennsylvania.....	.....	810,832	196,061 93	31,571 30	227,633 23	258,340 22
Schuylkill navigation .....	.....	1,419,511	119,270 00	37,678 62	156,948 62	1,162,855 04
Susquehanna.....	396,379	493,586	60,720 07	16,683 00	77,403 07	166,589 04
Union .....	.....	132,110	27,998 74	27,323 70	55,322 44	60,829 98
West Branch and Susquehanna .....	.....	752,132	204,967 55	30,592 50	235,560 05	267,885 73
Wiconisco	73,775	.....	.....	.....	9,000 00	9,785 20
Wyoming Valley .....	.....	403,854	.....	.....	73,052 91	124,894 78
	1,828,098	8,669,505	1,167,612 39	382,839 13	1,632,504 43	2,854,899 99

* Lumber not included.

† Barrels of salt not included.

COMPARATIVE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS.

NAME OF COMPANY.	1864.	1865.	1866.	1867.	1868.
Delaware and Hudson.....	\$8,750,000 00	\$10,000,000 00	\$10,000,000 00	\$10,000,000 00	\$14,997,300 00
Delaware Division.....	1,633,350 00	1,633,350 00	1,633,350 00	1,633,350 00	1,633,350 00
Erie	64,000 00	64,000 00	64,000 00	64,000 00	64,000 00
Junction.....	.....	.....	.....	398,910 00	398,910 00
Lehigh coal and navigation.....	4,282,950 00	5,104,050 00	6,130,000 00	8,739,800 00	8,739,800 00
Muncy.....	2,625 00	2,625 00	2,625 00	2,625 00	2,625 00
Pennsylvania.....	.....	.....	.....	2,751,765 00	2,750,000 00
Schuylkill navigation.....	4,797,184 75	4,797,184 75	4,797,184 75	4,797,184 75	4,797,184 75
Susquehanna	2,050,009 84	.....	.....	2,002,746 00	2,002,746 00
Union.....	2,787,000 00	2,787,000 00	2,907,850 00	2,907,850 00	2,907,850 00
West Branch and Susquehanna.....	1,000,000 00	1,000,000 00	1,100,000 00	1,100,000 00	1,100,000 00
Wisconsin .....	.....	58,925 00	58,925 00	58,925 00	58,925 00
Wyoming Valley.....	700,000 00	750,000 00	800,000 00	800,000 00	800,000 00
	26,067,179 59	26,197,134 76	27,493,934 75	35,257,155 75	40,252,690 75

COMPARATIVE STATEMENT OF FUNDED AND FLOATING DEBT FOR FIVE YEARS.

NAME OF COMPANY.	1864.	1865.	1866.	1867.	1868.
Delaware and Hudson	\$1,200,000 00	\$600,000 00	\$536,000 00	\$531,000 00	\$2,031,000 00
Delaware Division	800,000 00	800,000 00	800,000 00	800,000 00	800,000 00
Eric	1,300,984 94	1,300,984 94	1,300,984 94	1,300,984 94	1,373,529 87
Junction .....	.....	.....	.....	.....	.....
Lehigh coal and navigation	3,058,069 71	4,297,877 04	5,976,479 39	7,990,284 81	14,004,387 48
Muncy .....	.....	402 29	485 58	236 70	701,000 00
Pennsylvania .....	.....	.....	.....	.....	701,000 00
Schuylkill navigation	7,355,983 92	7,619,650 35	8,764,536 81	8,265,036 55	8,299,131 07
Susquehanna	2,741,027 42	.....	.....	2,770,816 50	2,777,606 32
Union	3,000,000 00	3,000,000 00	3,000,000 00	3,000,000 00	3,000,000 00
West Branch and Susquehanna.	450,000 00	750,000 00	750,000 00	633,000 00	616,000 00
Wisconsin .....	.....	15,000 00	15,000 00	21,225 00	27,530 00
Wyoming Valley.....	650,000 00	627,000 00	600,000 00	600,000 00	600,000 00
	20,556,065 99	19,010,914 62	21,743,486 72	25,912,584 50	34,230,314 74

COMPARATIVE STATEMENT OF COST OF CANAL AND FIXTURES FOR FIVE YEARS.

NAME OF COMPANY.	1864.	1865.	1866.	1867.	1868.
Delaware and Hudson.....	\$6, 252, 009 50	\$6, 311, 966 91	\$6, 557, 266 62	\$6, 820, 198 49	\$6, 888, 184 52
Delaware Division.....	2, 433, 350 00	2, 433, 350 00	2, 433, 350 00	2, 433, 350 00	2, 433, 350 00
Erie.....	1, 364, 984 94	1, 364, 984 94	1, 364, 984 94	1, 364, 984 94	1, 437, 529 87
Junction.....	.....	.....	.....	.....	500, 000 00
Lehigh coal and navigation.....	4, 455, 000 00	4, 455, 000 00	4, 455, 000 00	4, 455, 000 00	4, 455, 000 00
Muncy.....	4, 085 31	.....	.....	6, 219 84	6, 182 62
Schuylkill navigation.....	10, 595, 872 36	10, 538, 462 72	10, 535, 800 20	10, 553, 333 42	10, 586, 399 30
Susquehanna.....	4, 671, 002 54	.....	.....	4, 619, 461 21	4, 685, 266 68
Union.....	5, 787, 000 00	5, 787, 000 00	5, 907, 850 00	5, 907, 850 00	5, 907, 850 00
West Branch and Susquehanna.....	.....	500, 000 00	.....	.....	.....
Wiconisco .....	.....	465, 000 00	.....	500, 000 00	500, 000 00
Wyoming Valley.....	2, 000, 000 00	2, 000, 000 00	2, 000, 000 00	2, 000, 000 00	2, 000, 000 00
	37, 563, 304 65	33, 855, 764 57	33, 254, 251 76	38, 660, 397 90	39, 399, 762 99

COMPARATIVE STATEMENT OF TONNAGE FOR FIVE YEARS.

NAME OF COMPANY.	1864.	1865.	1866.	1867.	1868.
Delaware and Hudson	1, 658, 080	963, 347	1, 647, 651	1, 745, 934	1, 984, 088
Erie	372, 779	307, 356	355, 042	327, 374	220, 257
Lehigh coal and navigation	1, 053, 163	1, 173, 355	1, 443, 368	1, 464, 889	2, 360, 411
Muncy	3, 709	2, 387	2, 714	5, 028	1, 664
Pennsylvania	1, 124, 544	504, 826	932, 604	818, 732	810, 832
Schuylkill navigation	1, 371, 520	1, 344, 730	1, 709, 288	1, 464, 163	1, 419, 511
Susquehanna	541, 711	.....	.....	413, 877	493, 586
Union	199, 273	76, 061	138, 228	149, 102	132, 110
West Branch and Susquehanna	766, 109	379, 558	571, 152	708, 787	752, 132
Wisconsin .....	.....	.....	130, 000	94, 028	73, 775
Wyoming Valley	641, 254	340, 530	531, 961	434, 607	403, 554
	7, 732, 142	5, 152, 150	7, 525, 008	7, 626, 521	8, 743, 280

COMPARATIVE STATEMENT OF EXPENSES FOR FIVE YEARS.

NAME OF COMPANY.	1864.	1865.	1866.	1867.	1868.
Delaware and Hudson	\$472,888 36	\$460,567 36	\$407,401 40	\$499,655 80	\$473,669 34
Delaware Division, (operated by Lehigh coal and navigation company.)	.....	.....	.....	97,472 89	68,245 70
Erie	67,727 52	132,564 88	99,440 95	105,825 42	101,435 36
Junction .....	.....	.....	.....	.....	16,955 10
Lehigh coal and navigation	126,982 00	84,978 00	98,629 01	106,794 98	137,035 61
Muncy	105 73	612 48	191 83	28 16	43 00
Pennsylvania	315,884 25	279,843 51	225,943 84	205,902 13	227,633 23
Schuylkill navigation	152,565 67	166,297 67	285,280 90	205,325 63	156,948 62
Susquehanna	64,661 49	.....	.....	92,125 48	77,403 07
Union	93,912 72	47,225 86	65,167 81	68,754 34	55,522 44
West Branch and Susquehanna	74,981 92	37,869 22	126,330 74	134,627 47	233,560 05
Wiconisco .....	.....	24,869 00	17,600 00	13,648 27	9,000 00
Wyoming Valley	51,573 53	92,924 13	70,661 95	71,695 75	73,052 91
	1,421,283 19	1,327,752 11	1,397,248 43	1,601,856 32	1,632,504 43

COMPARATIVE STATEMENT OF RECEIPTS FOR FIVE YEARS.

NAME OF COMPANY.	1864.	1865.	1866.	1867.	1868.
Delaware and Hudson.....	\$1,075,446 59	\$197,266 98	\$160,444 47	\$114,648 99	\$97,539 18
Delaware Division, (operated by Lehigh coal and navigation company,)	.....	.....	.....	193,435 98	222,611 25
Erie.....	123,075 47	134,965 94	160,486 52	120,583 59	79,247 75
Lehigh coal and navigation.....	510,400 00	654,924 85	702,787 75	406,045 02	380,455 31
Muncy.....	200 00	96 30	117 48	241 87	193 34
Pennsylvania.....	331,649 90	181,015 38	297,867 16	262,654 75	258,340 22
Schuylkill navigation.....	1,557,165 83	1,650,882 41	1,401,132 58	1,645,093 99	1,162,855 04
Susquehanna.....	.....	.....	.....	155,872 98	166,589 04
Union.....	94,678 57	48,504 56	64,074 72	75,279 27	60,829 98
West Branch and Susquehanna.....	216,558 11	123,819 88	200,619 34	211,823 79	267,885 73
Wiconisco.....	.....	9,237 60	.....	10,197 76	9,785 20
Wyoming Valley.....	208,557 47	137,906 49	251,563 98	132,037 32	124,894 78
	4,117,731 94	3,138,620 39	3,239,094 00	3,327,920 31	2,831,226 82

TABULATED RESULTS
COMPILED FROM TELEGRAPH REPORTS.

STOCK AND DEBT--CHARACTERISTICS OF LINE--EXPENSES AND RECEIPTS.

NAME OF COMPANY.	Capital stock as authorized by law	Total am't paid in of capital stock	Total amount of fund'd and flo't-ing debt.....	Cost of line and equipment.....	Length of main line.....	Length of main line in Penn'a...	No. of stations in Pennsylvania...	No. of persons employed in Pa.	Expenses.	Receipts.
*Atlantic and Pacific.....	\$5,000,000 00	\$552,000 00	.....	.....	.....	46	2	2	\$1,150 00	\$1,166 46
Bankers' and Brokers'	1,050,000 00	407,231 25	\$105,000 00	\$402,050 00	.....	88½	5	19	23,123 67	35,168 19
Franklin	1,000,000 00	1,000,000 00	105,000 00	545,000 00	.....	120	6	33	19,759 16	21,105 83
Philadelphia, Reading and Pottsville...	50,000 00	20,000 00	.....	26,741 60	.....	101	42	81	24,427 70	11,988 12
	7,100,000 00	1,979,231 25	210,000 00	973,791 60	851	355½	55	135	68,460 53	69,428 60

* Line not completed.

REPORTS OF COMPANIES.

REPORTS OF COMPANIES.

No. 1.

ATLANTIC AND GREAT WESTERN.

STATE OF PENNSYLVANIA, } ss:
Crawford County, }

Personally appeared Robert B. Potter, receiver, and J. M. Dick, treasurer of the receiver, of the Atlantic and Great Western railway, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) ROBERT B. POTTER, *Receiver*.
J. M. DICK, *Treasurer*.

Sworn and subscribed before me, this }
31st day of December, 1868. }

HENRY HEATH, *Notary Public*.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Salamanca, New York, to Dayton, Ohio	387 $\frac{32}{100}$ miles.
Length of road laid.....	387 $\frac{32}{100}$ "
Length of double track of road	None.
Length of sidings on main line and branches.....	90 miles.
Gauge of road.....	6 feet.
Weight of rail per yard on main track	56, 60 & 65 lbs.
Branch roads owned by the company and their length, viz: Silver Creek branch, Ohio, 4 $\frac{3}{100}$ miles; Franklin branch, Pennsylvania, 33 $\frac{2}{100}$ miles.	

Roads worked or leased by the company, viz; Mahoning railway, Ohio, $80\frac{18}{100}$ miles.

Number of engine houses and shops.....	14
Number of engines.....	156
Number of first class passenger cars, rated as eight wheel cars, (average cost of each, \$4,500,).....	92
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each, \$2,500,).....	37
Number of freight and coal cars, rated as eight wheel cars, (average cost of each, \$1,000,).....	3,370
Number of iron bridges, (total length in feet, 436,).....	4
Number of wooden bridges, (total length in feet, 12,145,).....	130
Number of stone bridges.....	None.
Number of railroads crossed, 13; two crossed twice and one three times.	
Number of stations on main road.....	73
Number of wood and water stations on main road: 23 wood sheds and 37 water stations.	
Number of tunnels, (length of each, 101 feet,)....	1
How is track laid, and on what foundation? With Trail, on wooden cross-ties, ballasted with gravel. Part laid with chairs at joints and part with fish plates.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	3,146,349
Number of miles run by freight and coal trains....	28,786,524
Number of through passengers for the year on road,	93,985
Number of passengers (all classes) carried in cars,	666,824
Number of tons of 2,000 lbs. of through freight for the year on main road.....	310,245
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	1,746,527
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)....	18
Average rate of speed adopted by express trains, including stops.....	21

Average rate of speed adopted by freight trains, including stops.....	10
Weight of first class passenger engines	31 to 36 tons.
Weight of freight engines.....	31 to 42 "

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1867.....	58,906	June, 1868.....	54,609
December, 1867.....	53,157	July, 1868.....	60,140
January, 1868.....	47,573	August, 1868.....	59,425
February, 1868.....	44,990	September, 1868.....	60,640
March, 1868.....	53,641	October, 1868.....	63,813
April, 1868.....	57,351		
May, 1868.....	52,579	Total	666,824

The amount of freight, specifying the quantity in tons:

Lumber ..	49,872	Manufactured articles.....	173,683
Other products of the forest.....	16,994	Merchandise	113,837
Live stock.....	9,444	Mineral coal.....	602,966
Products of animals.....	28,806	Iron and other ores.....	198,045
Flour and grain.....	116,278	Crude petroleum.....	188,228
Other vegetable food.....	7,206	Miscellaneous	186,272
Agricultural products.....	46,814		
Spirits, leather and salt.....	8,082	Total.....	1,746,527

The rate of fare for passengers charged for the respective classes per mile, as follows:

For first class through passengers	$2\frac{7}{100}$ cents.
For first class way passengers.....	$3\frac{2}{100}$ "
For second class through passengers.....	$2\frac{1}{100}$ "
For second class way passengers	None.
Emigrant, through.....	1 cent.

The rate per ton (of 2,000 lbs.) per mile charged for freight:

For through freight.....	$3\frac{1}{100}$ cents.
For through coal	None.
For local freight.....	$4\frac{5}{100}$ cents.
For local coal	$2\frac{6}{100}$ "

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Pass transportation	Freight transportation
Repairs or maintenance of way, including buildings	\$450,680 41	\$107,670 10	\$323,010 31
Taxes on real estate.....	96,516 00	24,129 00	72,387 00
Total.....	527,196 41	131,799 10	395,397 31
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$309,408 93	\$77,352 24	\$232,056 69
Repairs of passenger and baggage cars.....	121,350 99	30,337 74	91,013 25
Repairs of freight cars	197,586 44	49,306 61	148,189 83
Repairs of tools and machinery in shops.	24,835 28	6,208 82	18,626 46
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	58,259 15	14,564 79	43,694 36
Total.....	711,440 79	177,860 20	533,580 59
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$50,497 49	\$12,624 37	\$37,873 12
Agents and clerks.....	138,519 26	34,629 81	103,889 45
Labor—loading and unloading freight.....	56,450 25	14,112 56	42,337 69
Porters, watchmen and switch tenders.....	107,108 15	26,777 04	80,331 11
Wood and water station attendance.....	36,829 83	9,207 46	27,622 37
Conductors, baggage masters and brakemen.....	243,594 85	60,898 71	182,696 14
Engineers and firemen.....	267,222 73	66,805 68	200,417 05
Fuel, and cost of preparing for use.....	329,467 93	82,365 98	247,100 75
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	36,194 91	9,048 73	27,146 18
Loss and damage of goods and baggage.....	28,295 99	7,073 99	21,222 00
Miscellaneous	215,153 53	53,788 38	161,365 15
Damage for injury of persons.....	5,148 61	1,287 15	3,861 46
Damage to property, including damage by fire and cattle killed on road.....	3,689 86	922 46	2,767 40
General superintendence	106,055 97	26,603 99	79,991 98
Contingencies	125,315 39	31,328 85	93,986 54
Total.....	1,750,144 75	437,536 16	1,312,608 59

RECEIPTS.

Months.	Passengers.	Freight.	Mail and Express.	Use of cars.	Miscellaneous.	Total.
Nov., 1867,	\$82, 118 20	\$360, 194 86	\$12, 685 58	\$14, 450 79	\$4, 684 18	\$474, 133 61
Dec., 1867,	71, 748 54	269, 513 83	11, 811 41	6, 377 92	1, 189 51	360, 641 21
Jan., 1868,	62, 235 07	316, 401 67	12, 899 17	10, 702 69	2, 228 08	404, 466 68
Feb., 1868,	60, 984 15	314, 279 86	8, 760 97	7, 892 21	1, 333 98	393, 251 17
Mar., 1868,	78, 392 63	305, 905 11	12, 904 70	9, 248 22	2, 396 22	408, 846 88
April, 1868,	53, 696 67	329, 771 45	3, 666 66	.....	1, 518 91	388, 653 69
May, 1868,	74, 215 32	253, 739 29	9, 620 35	16, 198 96	1, 481 47	355, 255 39
June, 1868,	75, 648 35	262, 494 93	11, 255 75	8, 308 02	1, 476 57	359, 183 62
July, 1868,	78, 349 36	250, 159 11	9, 870 18	3, 126 21	1, 820 68	343, 325 54
Aug., 1868,	78, 359 86	302, 600 86	8, 282 36	22, 725 41	1, 515 42	413, 483 91
Sept., 1868,	83, 108 64	379, 043 78	8, 245 63	8, 475 28	1, 556 92	480, 430 25
Oct., 1868,	88, 648 43	358, 755 18	10, 260 25	4, 491 66	2, 220 52	464, 376 04
Total.....	887, 505 22	3, 702, 859 93	120, 263 01	111, 997 37	23, 422 46	4, 846, 047 99

Summary of payments:

For construction and renewals	\$1,505,005 84
For maintaining and operating the road.....	2,988,781 95
For dividends.....	None.
For interest and exchange.....	8,935 25
For rent of leased lines	273,072 00
For surplus funds.....	None.
For State tax on capital stock and tonnage and U.	
States tax: Included in operating expenses.	

Total.....	4,775,795 04
Total amount of surplus fund.....	None.

Cost of transportation:

What express companies run on your road, and on what terms? The United States express company, at regular first class rates per 100 lbs.

What transportation or freight companies run on your road, and on what terms? The Diamond Line transit company, owned and operated by this railway and its connections, and which charges regular through rates per 100 lbs.

The Great Western dispatch, owned and operated by the U. S. express company, and which pays the railway $3\frac{22}{100}$ cents per ton per mile on all freights.

ACCIDENTS.

	Killed.	Injured.
Passengers.....	3	10
Employees.....	8	38
Others.....	12	10
	—	—
Total.....	23	58
	==	==

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows :

November 5, 1867. D. Goodall, brakeman on passenger train, was standing on the running board at side of an express car, and was knocked off by a bridge, and killed instantly, one mile east of Steamburg, (new track,) N. Y.

November 5, 1867. D. Sturtevant, a brakeman on freight train, was caught between cars while coupling, at Columbus, Ohio. Severely bruised about body; no bones broken.

November 5, 1867. Anthony O'Hara, a laborer on gravel train, while the engineer was setting cars, one mile east of Freehold, Pa., fell between the cars, which passed over one leg, bruising it badly.

November 6, 1867. B. Bowen, while attempting to cross track just ahead of the locomotive, was struck by pilot and thrown to one side. The physician thought he would survive; the injuries were internal. Accident occurred at Mantua station, Ohio.

November 6, 1867. W. Bloomingdale, brakeman on freight train, was struck by an overhead bridge, at Briar Hill. Head severely cut.

November 8, 1867. W. Staunfield, brakeman on freight train, was struck on head by bridge, at Pond station, Ohio, breaking his skull, and throwing him under cars; twenty-one of which passed over him, causing instant death.

November 16, 1867. C. A. Stiles, brakeman on freight train, had his finger pinched while coupling cars at Leavittsburg. Finger amputated.

November 17, 1867. James Sharp, of Buerhill, while laying on the track in a state of intoxication, with his head on rail, was struck on head by freight train. He said "he was not much hurt."

November 26, 1867. R. R. Hine, brakeman on freight train, had his shoulder blade broken while coupling cars in Meadville yard.

December 7, 1867. J. Sekins, brakeman on freight train, had forefinger of right hand taken off back of second joint, while coupling cars at Leavittsburg.

December 7, 1867. Edgar Ayres, brakeman on freight train, received a flesh wound in arm, not serious, while coupling cars at Baconsburg.

December 9, 1867. Charles Belden, brakeman on freight train, was found dead about twenty rods west of New Portage station; he was last seen alive at the latter place, when he started to forward part of train. Verdict—Deceased came to his death by accidentally falling.

January 7, 1868. Frank Twiss, brakeman on freight train, had right arm broken while coupling cars at Urbana.

January 9, 1868. D. B. Myers, brakeman on freight train, had right arm broken while coupling cars at Urbana.

January 11, 1868. Edgar Ayres, brakeman on freight train, had arm broken while coupling cars at Johnson's.

January 13, 1868. — Boyer, switchman, had right hand badly smashed while coupling cars at Akron. Lost all right hand, except thumb.

January 16, 1868. G. H. Myers, carpenter, had leg bruised by engine backing down on him, at old hose track, Meadville.

January 23, 1868. J. W. Goodenough, freight train brakeman, had one finger taken off, another injured, and thumb bruised, coupling engine, Meadville.

January 27, 1868. Express passenger train was thrown from track, one mile east of Lewisburg, by broken rail; every car composing train was burned. The following named persons were injured: Peter Miller, J. M. Monk, Ann Boyd, Bridget Cusick, M. B. Simmonds, Herman Weil, R. Potter, L. Sweet. Peter Miller and John Monk were the only persons seriously injured. Miller having leg broken in two places; Monk two ribs broken.

January 31, 1868. John Hamilton, passenger on freight train, was run over at Evansburg, and killed. Verdict of coroner's jury, Drunkenness.

February 6, 1868. Walter Shull, freight train brakeman, had a finger badly crushed while making up train at Dayton.

February 6, 1868. C. McConnell, brakeman, had three fingers crushed off, at Dayton, while attempting to make a coupling.

February 11, 1868. H. L. Atwood, freight train brakeman, had three fingers broken while coupling cars at Leavittsburg yard.

February 21, 1868. F. Huber, brakeman, had arm broken and bruised while coupling cars at Leavittsburg yard.

January 27, 1868. T. S. Hall, conductor of freight train, was injured in the spine and hip, by a barrel of oil falling upon him at Clarksville, Pa.

March 2, 1868. A. Shoemaker, brakeman on train No. 5, mail, had his finger broken while coupling cars at Galion.

March 4, 1868. F. G. B. Horman, while coupling cars in deep snow, at Meadville station, got right hand caught between bumpers, losing first and second fingers.

March 4, 1868. John Essex had hand and arm smashed at Mennard, Ohio, while coupling cars.

March 9, 1868. Freight train ran into hand car on track, one and a-quarter miles west of Clarksville, throwing six cars off track. P. Gorran, brakeman, had one leg cut off, and died in twenty minutes after accident.

March 19, 1868. S. P. Jones, brakeman, was killed at Mansfield, Ohio; he had stepped in front of engine to pull the pin, and, in moving back, stepped against fence of side-walk and was thrown in front of pilot, and had both legs run over, causing death in four hours.

March 20, 1868. R. M'Queen, in attempting to jump on gravel train, between Evansburg and Adamsville, while moving, fell under cars and was killed. Neither passenger nor employee.

March 27, 1868. Frederick Booth, of Talmadge, Ohio, while intoxicated, was killed by passenger train, about one and a-half miles east of Kent. Body found near track, by strangers, next morning.

April 8, 1868. John Hedinger, wood train brakeman, had his hand crushed while coupling engine to flat car at Woodland.

April 14, 1868. Abner M. Gordon, of Columbus, was killed by passenger train, about two miles west of Corry. Deceased was standing on the track, looking at a train on P. & E. R. R., at the time of accident, and paid no attention to the whistle and bell;

and train being on a curve did not see him until too late to stop train.

April 16, 1868. J. Henderson, brakeman, had right arm badly crushed below the elbow while coupling cars at Baconsburg.

April 16, 1868. W. H. Stevens, conductor passenger train, while letting off break at Cochranston right foot slipped on to draw-head, and as engine was backing slack of train, got it badly jammed. Recovered.

April 17, 1868. James Henderson, brakeman on freight train, had his arm badly crushed at Baconsburg, while coupling cars.

April 17, 1868. Thomas Raney, laborer, was killed by passenger train, about one mile north of Dayton; was working on track with the balance of gang and did not get off to let train pass. No inquest.

April 21, 1868. M. Owen, brakeman on wood train, had right hand crushed while coupling engine to flat car at Woodland. Hand was amputated.

April 23, 1868. James Harmon, brakeman, had thumb of right hand smashed off while coupling cars at Richwood.

May 4, 1868. L. G. Rodenbaugh, brakeman on passenger train, while coupling sleeping coach to train at Leavittsburg, slipped, wheel passed over one foot bruising it.

May 14, 1868. John Lanam, an Irishman, of Jamestown, was struck by engine of passenger train and instantly killed. He had been lying on the track intoxicated. The coroner's jury returned a verdict exonerating the company from blame.

May 21, 1868. H. F. Thatcher, brakeman on passenger train, had little finger of right hand smashed while coupling cars at Galion, Ohio.

May 26, 1868. John Reilly, farmer, while walking on track one-half mile east of Greenville, was struck by engine of accommodation train, and had one leg broken.

June 5, 1868. Mrs. M. A. Young attempted to cross the track ahead of gravel train at Sutton's, was struck and killed.

June 16, 1868. Alexander Bennett, brakeman on train No. 12, (freight,) while switching at Mansfield, fell off car on to track, and a pair of trucks passed over him, crushing both feet badly.

June 27, 1868. Thomas Burnes, of Harmony, deaf, was run over and killed by passenger train. He did not observe the train

until close upon him. Usual alarms were given. Coroner's inquest exonerated employees of the company from blame.

June 13, 1868. Mail train was thrown from track at Allen's, by broken frog, killing P. Smith, emigrant, who was standing on the platform, instantly. August Hunze, Illinois emigrant, had upper and lower jaws fractured, right arm broken in two places, and otherwise bruised. John Raschsphcker, emigrant, had hand fractured.

June 29, 1868. Passenger train struck a buggy at crossing, one and a-half miles west of Pine Valley, fatally injuring Jesse T. Dodd. The usual alarm was given, but the deceased thought he could cross in time. Before his death he stated that only himself was to blame.

July 29, 1868. O. D. Pleckenbaugh, neither passenger or employee, attempted to jump on to caboose, to ride to crossing near West Salem, fell on the track, and had foot smashed

June 30, 1868. A. Rowley, while attempting to cross track in front of train, (accommodation,) was struck by engine, and injured internally. Accident happened near Baconsburg.

July 17, 1868. Michael Coin, brakeman, had one finger taken off, while coupling cars at Plank road.

July 20, 1868. Coal train, backing up on side track, struck two coal cars standing on main line, moving them back two bar lengths, and striking a car of slack, on which Lawrence Fagan stood, throwing him on to track in front of car; one pair of trucks passed over him, causing his death.

August 1, 1868. E. Winters, brakeman, had left arm caught between dead woods, while coupling cars at Urbana.

August 5, 1868. Adam Snyder, of Cleveland, walked on the track, through negligence, in front of engine at Pittsburg street crossing. The usual signals were given, but without avail, the engine striking him, and breaking one arm in two places, and three ribs; head badly cut; condition doubtful.

August 9, 1868. T. Wheeler, brakeman, had one finger of right hand caught between pin and till of car, while trying to make a coupling, at Urbana.

August 12, 1868. Passenger train struck Edward Willecox, of Ravenna township, killing him instantly. He was supposed to be deaf.

August 13, 1868. Benjamin Garrettsen, Sutton's Corners, while walking on track, in Meadville yard, was struck by accommodation train, and had foot badly jammed; amputated below the knee, by Dr. Lachells.

August 18, 1868. John Fogle, brakeman freight train, was killed, in consequence of brake-wheel coming off, and letting him fall on the track; his head was cut off.

August 20, 1868. James Mulholland, of Philadelphia, tried to get on train No. 6, at Cambridge, while the train was in motion, missed his hold, and fell on track, breaking skull and arm; lived about twenty-four hours after accident. Accident attributed to his own negligence.

August 20, 1868. W. F. McClelland, brakeman on freight train, had his arm caught between dead woods, while coupling cars at Urbana.

August 27, 1868. Angus Reney, brakeman on tie train, had both his legs broken, when about three and a-half miles west of Berwick; supposed to be asleep under the train.

August 20, 1868. Henry Ellenburg, laborer on gravel train, fell under train at transfer switch, Mansfield; had his head hurt, and arm sprained; not serious.

September 10, 1868. William Reffair, (boy,) aged about six years, was hanging to a car, in Meadville yard; jumped off engine, and two cars passed over him, cutting off an arm, and otherwise slightly injuring him.

September 21, 1868. John Gantholtz, in attempting to jump on engine while in motion, was run over thereby, and lost his left leg. Accident occurred at Warren.

September 23, 1868. James Unger was run over and killed, one and a-quarter miles west of Erie and Pittsburg crossing. Deceased was asleep on track, and supposed to be drunk. Coroner's verdict: "Killed while asleep, by train running over him."

September 23, 1868. Charles Caldwell, brakeman on freight train, while discharging his duties in crossing from one car to another, at Mahoning, fell between, injuring his back.

September 24, 1868. Christopher Cassidy, while in the discharge of his duties coupling cars, in Meadville yard, got right hand caught between bumpers; hand was amputated at wrist joint.

October 8, 1868. G. W. Lane, of Kent, Ohio, passenger on special train to Governor Todd's funeral, was instantly killed by an overhead bridge, between Garrettsville and Mantua; he got on the top of a coach, and would not comply with the instructions of conductor to descend. No inquest.

October 14, 1868. Otis Heywood, of Hamburg, was killed on Steamburg crossing by train (passenger.) He stepped in front of engine as it reached above place. Persons acquainted with him suppose him to have been deaf.

October 24, 1868. William M'Namara, resident of Sutton's, was killed by passenger train; he having walked on track in front of engine and paid no attention to whistle.

October 26, 1868. George James Hall was struck by train, (passenger,) at Jamestown; his arm was broken, and he suffered other injuries; had been drinking.

NAMES AND RESIDENCE OF OFFICERS OF THE RECEIVER.

	Post office address.
General Robert B. Potter, Receiver.....	Meadville, Pa.
J. M. Dick, Treasurer.....	Meadville, Pa.
J. C. Calhoun, Auditor.....	Meadville, Pa.
L. D. Rucker, General Superintendent.....	Meadville, Pa.
J. M. Osborn, General Freight Agent.....	Meadville, Pa.
W. B. Shattuc, General Ticket Agent.....	Cincinnati, Ohio.
F. Grinnell, Superintendent of Motive Power and Machinery.....	Meadville, Pa.
D. C. Coolman, Resident Engineer.....	Meadville, Pa.
G. H. M'Kibben, Purchasing Agent.....	Meadville, Pa.

(No. 2.)

BALD EAGLE VALLEY.

STATE OF PENNSYLVANIA, } ss:
Clinton County,

Personally appeared L. A. Mackey, president, and Philip M. Price, treasurer, of the Bald Eagle Valley railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) L. A. MACKEY, *President.*
 PHILIP M. PRICE, *Treasurer.*

Sworn and subscribed before me, this }
 30th day of November, 1868. }

ORRIN I. NOBLE, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$1,000,000 00
Amount of stock subscribed	550,000 00
Amount paid in as by last report	550,000 00
Total amount now paid in of capital stock	550,000 00
Funded debt, as per last report	488,000 00
Total amount now of funded debt	482,000 00
Floating debt, as by last report	None.
The amount now of floating debt	None.
Total amount now of floating and funded debt	482,000 00
Rate per cent. per annum of interest on funded debt,	6½ per cent.
Date and rate per cent. per annum of dividend or dividends: 3 per cent., January 28, and 3 per cent., August 5, 1868; 6 per cent. per annum.	
Number of shares of stock	11,000
Par value of each share	\$50 00
Amount of capital on which the respective dividends were declared	550,000 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$1,050,000 00	\$1,050,000 00
Equipment.....	None.	None.
Total cost.....	<u>1,050,000 00</u>	<u>1,050,000 00</u>

CHARACTERISTICS OF ROAD.

Length of main line of road from Lock Haven to junction with Tyrone and Clearfield road, near Tyrone	51 $\frac{195}{1000}$ miles.
Length of road laid	51 $\frac{195}{1000}$ miles.
Length of double track of road.....	None.
Length of sidings.....	4 $\frac{1}{10}$ miles.
Gauge of road	4 ft. 8 $\frac{1}{2}$ inches.
Weight of rail per yard on main track	45 pounds.
Branch roads owned by the company and their length, viz: from Milesburg to Bellefonte.....	2 miles.
Number of iron bridges	None.
Number of wooden bridges, (total length in feet, 1,698,).....	67
Number of stone bridges.....	None.
Number of railroads crossed	None.
Number of stations on main road	17
Number of wood and water stations on main road,	4
Value of real estate held by the company, exclusive of road way	\$10,000 00
Number of tunnels	None.
How is track laid and on what foundation? On wooden cross-ties, ballasted with stone.	

The road of this company is maintained and operated wholly by the Pennsylvania railroad company, under a lease for ninety-nine years, bearing date, December 7, 1864.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Thomas A. Scott.....	Philadelphia, Pa.
Andrew G. Curtin.....	Philadelphia, Pa.
D. K. Jackman.....	Philadelphia, Pa.
James Gamble.....	Jersey Shore, Pa.
Wm. P. Wilson.....	Bellefonte, Pa.
Chas. A. Mayer.....	Lock Haven, Pa.
L. A. Mackey, President.....	Lock Haven, Pa.
H. T. Beardsley, Secretary.....	Lock Haven, Pa.
Philip M. Price, Treasurer.....	Lock Haven, Pa.
Geo. C. Wilkins, Superintendent.....	Tyrone, Pa.

(No. 3.)

BARCLAY COAL COMPANY.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared Edward M. Davis, president, and Harvey Shaw, treasurer, of the Barclay coal company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) E. M. DAVIS, *President.*
HARVEY SHAW, *Treasurer.*

Affirmed and subscribed before me, this }
28th day of November, 1868. }

CHARLES H. EVANS, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$1,000,000 00
Amount of stock subscribed.....	1,000,000 00
Amount paid in as by last report.....	984,800 00
Total amount now paid in of capital stock.....	1,000,000 00
Funded debt, as per last report.....	135,000 00
Total amount now of funded debt.....	134,500 00
Floating debt, as by last report.....	25,000 00
The amount now of floating debt.....	None.
Total amount now of floating and funded debt....	134,500 00
Rate per cent. per annum of interest on funded debt	7 per cent.
Date and rate per cent. per annum of dividend or dividends: July, 2 per cent.	
Number of shares of stock.....	20,000 00
Par value of each share	\$50 00
Amount of capital on which the respective dividends were declared.....	1,000,000 00

CHARACTERISTICS OF ROAD.

Length of main line of road from Barclay to Towanda	16 miles.
-----------------------------------------------------------	-----------

Length of road laid, (including inclined plane one-half mile long,).....	16 miles.
Length of double track of road.....	None.
Length of sidings.....	3 miles.
Gauge of road.....	4 ft. 8½ inches.
Weight of rail per yard on main track.....	50 pounds.
Branch roads owned by the company and their length, viz:.....	<u>None.</u>

The Barclay coal company's railroad and mines are leased to the Towanda coal company. To all unanswered questions, we respectfully refer the Auditor General to the said Towanda coal company.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
George R. Oat.....	Philadelphia, Pa.
S. W. Cannell.....	Philadelphia, Pa.
J. V. Williamson.....	Philadelphia, Pa.
Edward Lewis.....	Philadelphia, Pa.
B. S. Russell.....	Towanda, Pa.
Thomas Wilson.....	Baltimore.
Edward M. Davis, President.....	Philadelphia, Pa.
Harvey Shaw, Secretary and Treasurer.....	Philadelphia, Pa.

(No. 4.)

BARCLAY COAL AND RAILROAD COMPANY.

[Towanda coal company lessees.]

STATE OF PENNSYLVANIA, }
Bradford County, } ss:

Personally appeared J. M. Ward, superintendent, and Alexander Diven, treasurer, of the Towanda coal company, lessees of the Barclay railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) J. M. WARD, *Superintendent.*
A. DIVEN, *Treasurer.*

Sworn and subscribed before me, this }
28th day of December, 1868. }

W. C. BOGART, *J. P.*

CHARACTERISTICS OF ROAD.

Length of main line of road, from Towanda to Barclay	16 miles.
Length of road laid	16 "
Length of double track of road	None.
Length of sidings	4 miles.
Gauge of road	4 ft. 8½ in.
Weight of rail per yard on main track	50 lbs.
Branch roads owned by the company and their length, viz:	None.
Roads worked or leased by the company, viz: We have trackage from Towanda to Waverly, New York, over the Pennsylvania and New York canal and railroad company's railroad.	
Number of engine houses and shops	2
Number of engines	4
Number of first class passenger cars, (rated as eight wheel cars,)	None.
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each, \$1,200,)	2

Number of freight cars, rated as four wheel cars, (average cost of each, \$300,).....	14
Number of coal cars, rated as four wheel cars, (average cost of each, \$230).....	245
Number of iron bridges.....	None
Number of wooden bridges, (total length in feet, 909,)	8
Number of stone bridges.....	None.
Number of railroads crossed.....	None.
Number of stations on main road.....	6
Number of wood and water stations on main road,	3
Number of tunnels.....	None.
How is track laid, and on what foundation? Oak and hemlock cross-ties, and gravel ballast.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	None.
Number of miles run by freight trains.....	None.
Number of miles run by coal trains, (10 months,)..	19,271
Number of through passengers for the year on main road, (10 months,).....	4,932
Number of passengers (all classes) carried in cars, (10 months,).....	8,950
Number of tons of 2,000 lbs. of through freight for the year on main road, (10 months,).....	52,868
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	52,868
Average rate of speed adopted by freight trains, in- cluding stops, (miles per hour,).....	12
Weight of freight engines.....	<u>25 tons.</u>

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1867, (lease begun		May, 1868.....	828
January 1, 1868).....	None.	June, 1868.....	1,027
December, 1867.....	None.	July, 1868.....	1,358
January, 1868.....	338	August, 1868.....	1,415
February, 1868.....	353	September, 1868.....	1,406
March, 1868.....	330	October, 1868.....	1,301
April, 1868.....	605	Total	<u>8,950</u>

The amount of freight, specifying the quantity in tons :

Anthracite coal.....	None.	Agricultural products.....	123
Bituminous coal.....	50,890	Merchandise	115
Petroleum	None.	Manufactures.....	None.
Pig iron	None.	Live stock.....	None.
Railroad iron.....	None.	Lumber	600
Other iron or castings.....	25	Other articles.....	1,115
Iron and other ores.....	None.		
Lime and limestone.....	None.	Total	<u>52,868</u>

The rate of fare for passengers charged for the respective classes per mile, as follows :

For second class through passengers.....	3 cents.
For second class way passengers.....	<u>4 “</u>

The rate per ton (of 2,000 lbs.) per mile charged for freight:

For through freight, about.....	4 cents.
For through coal, about.....	3 “
For local freight, about.....	6 “
For local coal.....	<u>None.</u>

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including build- ings	\$16,675 51
Taxes on real estate.....	4,779 56
Total.....	<u>21,455 07</u>

Repairs of machinery:

Repairs of engine and tenders.....	1,625 61
Repairs of passenger, baggage and freight cars...	6,577 85
Repairs of tools and machinery in shops.....	103 79
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	<u>300 00</u>
Total.....	<u>8,607 25</u>

Operating the road:

Office expenses, stationery, &c.....	\$863 53
Agents and clerks.....	3,096 66
Labor—loading and unloading freight.....	2,305 43
Conductors, baggage masters and brakemen.....	2,948 44
Engineers and firemen.....	4,715 06
Fuel and cost of preparing for use.....	1,374 65
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	1,742 80
Shoveling snow, included in maintenance of way.	
General superintendence.....	4,000 00
Total.....	<u>21,046 57</u>

Receipts:

From passengers.....	\$2,729 92
From freight.....	5,318 00
From mail and express.....	125 00
Total.....	<u>8,047 92</u>

What transportation or freight companies run on your road? None. This road was leased by the Towanda coal company, from the Barclay coal company, and is used almost exclusively for carrying the company's coal from their mines at Barclay to Waverly, New York—passing from Towanda over the Pennsylvania and New York railway to its connection with the Erie railway. The accounts in our office are kept so as to include all expenses of mining coal and contingencies connected therewith. We consequently cannot give as full report as made by railroad companies doing an exclusive transportation business.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Jay Gould.....	New York.
J. C. B. Davis.....	New York.
A. S. Diven.....	New York.
Jas. Tisk, Jr.....	New York.
G. M. Diven.....	Elmira.
Jay Gould, President.....	New York.
H. N. Otis, Secretary.....	New York.
Alex. Diven, Treasurer.....	Towanda, Pa.
J. M. Ward, Superintendent.....	Towanda, Pa.

(No. 5.)

BELLEFONTE AND SNOW SHOE.

STATE OF PENNSYLVANIA, }
City of Philadelphia, } ss:

Personally appeared R. H. Downing, president, and Daniel Rhoads, treasurer, of the Bellefonte and Snow Shoe railroad company, and in due form of law made affirmation, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) R. H. DOWNING, *President.*
 DANIEL RHOADS, *Treasurer.*

Affirmed and subscribed before me, }
 this 3d day of December, 1868. }

DAN'L BEITLER, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$1,000,000 00
Amount of stock subscribed	600,000 00
Amount paid in as by last report.....	600,000 00
Total amount now paid in of capital stock	600,000 00
Funded debt, as per last report.....	99,000 00
Total amount now of funded debt.....	99,000 00
Floating debt, as by last report	2,144 47
The amount now of floating debt.....	None.
Total amount now of floating and funded debt ...	99,000 00
Rate per cent. per annum of interest on funded debt,	6 per cent.
Date and rate per cent. per annum of dividend or dividends: February 1, 1868.....	3 per cent.
Number of shares of stock.....	20,000
Par value of each share	\$50 00
Amount of capital on which the respective divi- dends were declared.....	600,000 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$323,291 10	\$323,291 10
Equipment	117,307 62	118,767 77
	<hr/>	<hr/>
Total cost	440,598 72	442,058 87
	<hr/>	<hr/>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Bald Eagle Valley road to Snow Shoe	21 miles.
Length of road laid	21 "
Length of double track of road	None.
Length of sidings	1 $\frac{3}{4}$ miles.
Gauge of road	4 ft. 8 $\frac{1}{2}$ inches.
Weight of rail per yard on main track	45 pounds.
Branch roads owned by the company and their length, viz: one; to saw mill	1 $\frac{1}{2}$ miles.
Roads worked or leased by the company, viz: one four miles long, for the joint use of the Bald Eagle Valley road, from Snow Shoe intersection to Bellefonte.	
Number of engine houses and shops	3
Number of engines	4
Number of first class passenger cars, rated as eight wheel cars, (average cost of each, \$3,500 00,)...	2
Number of freight cars, rated as eight wheel cars, (average cost of each, \$700 00,)	6
Number of coal cars, rated as eight wheel cars, (average cost of each, \$350 00,)	52
Number of iron bridges	None.
Number of wooden bridges, (total length in feet, 4,680,)	11
Number of stone bridges	None.
Number of railroads crossed	None.
Number of stations on main road	9
Number of wood and water stations on main road,	3
Value of real estate held by the company, exclusive of road way	Cannot say.

Number of tunnels.....	None.
How is track laid and on what foundation ? On oak and hemlock cross-ties, two feet from centre to centre, partly on stone and partly on gravel bal- last.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains; no such train runs.	
Number of miles run by freight trains, with passen- ger cars attached	220,996
Number of miles run by coal trains.....	107,367
Number of through passengers for the year on main road.....	7,292
Number of passengers (all classes) carried in cars,	24,846
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	77,815 tons.
Average rate of speed adopted by freight trains, including stops.....	10 miles.
Weight of freight engines	<u>27 tons.</u>

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1867.....	2, 218	June, 1868.....	2, 131
December, 1867.....	1, 993	July, 1868.....	2, 316
January, 1868.....	1, 793	August, 1868.....	2, 481
February, 1868.....	1, 436	September, 1868.....	2, 212
March, 1868.....	1, 809	October, 1868.....	2, 469
April, 1868.....	1, 991		
May, 1868.....	1, 997	Total	<u>24, 846</u>

The amount of freight, specifying the quantity in tons :

Bituminous coal.....	60, 149	Lumber	12, 854
Agricultural products.....	1, 176	Other articles	3, 729
Merchandise	907		
		Total	<u>77, 815</u>

*The rate of fare for passengers charged for the respective classes per
mile, as follows :*

For first class through passengers.....	3 $\frac{4}{7}$ cents.
For first class way passengers.....	<u>4 “</u>

The rate per ton (of 2,000 pounds) per mile charged for freight :

For through freight.....	12 cents.
For through coal.....	1 $\frac{4}{5}$ “
For local freight.....	12 “
For local coal	2 $\frac{1}{7}$ “

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including build- ings	\$20,999 17
Taxes on real estate.....	458 27
Total.....	<u>21,457 44</u>

Repairs of machinery :

Repairs of engines and tenders	\$7,642 69
Repairs of freight cars	3,427 52
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops	749 82
Total	<u>11,820 03</u>

Operating the road :

Office expenses, stationery, &c	\$461 92
Agents and clerks	3,410 01
Labor—loading and unloading freight	1,053 38
Porters, watchmen and switch tenders	2,333 30
Conductors, baggage masters and brakemen.....	5,912 50
Engineers and firemen	4,407 82
Fuel and cost of preparing for use.....	1,706 92
Oil and waste for engines and tenders, passenger, baggage and freight cars	970 70
Loss and damage of goods and baggage	51 78
Shoveling snow.....	990 25
Damage to property, including damage by fire and cattle killed on road.....	35 00

General superintendence	\$5,000 00
Contingencies	3,355 39
Total	<u>29,688 97</u>

RECEIPTS.

Months.	Passengers.	Freight.	Miscellan's.	Total.
November, 1867.....	\$838 10	\$3,577 43	\$312 74	\$4,728 27
December, 1867.....	672 00	3,365 17	25	4,037 42
January, 1868.....	594 60	3,269 55	2 55	5,866 70
February, 1868.....	459 35	3,388 65	.....	4,848 00
March, 1868.....	690 70	2,934 89	50 25	3,675 84
April, 1868.....	890 15	3,604 15	5 26	4,499 56
May, 1868.....	727 60	4,064 91	294 55	5,086 06
June, 1868.....	725 50	4,269 42	94 50	4,589 42
July, 1868.....	799 30	4,134 13	.....	4,933 43
August, 1868.....	841 40	3,692 37	75 50	4,509 27
September, 1868.....	772 75	4,442 37	7 42	5,222 54
October, 1868.....	784 30	4,926 58	125 93	5,836 81
Receipts from profits on coal and lumber business, &c., &c., during the year.....	.....	.....	41,312 60	41,312 60
	8,795 75	45,669 62	42,281 55	96,646 92

Summary of payments :

Construction and equipment.....	\$1,460 15
Maintaining and operating the road	62,966 44
Dividends	19,816 59
Interest	5,996 20
Miscellaneous	2,144 47
Surplus funds	1,044 00
State tax on capital stock and tonnage.....	1,819 51
United States tax.....	1,399 56
Total	<u>96,646 92</u>

Total amount of surplus fund..... 1,044 00

Cost of transportation:

What express companies run on your road, and on what terms?

No express companies run over our road.

What transportation or freight companies run on your road, and on what terms? No transportation or freight companies run over our road.

ACCIDENTS.

	Killed.	Injured.
Employees	0	1
	—	—
Total	0	1
	=	=

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows:

Robert Thompson, a brakeman on coal train, was injured at Snow Shoe intersection on March, 1868, by being knocked off a car loaded with railroad ties, some of which fell on him, injuring him in the hip and back.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
R. H. Downing	Philadelphia.
Wistar Morris.....	Philadelphia.
Jacob P. Jones	Philadelphia.
F. H. Yarnall	Philadelphia.
M. T. Milliken.....	Bellefonte.
R. H. Downing, President	1608 Market st., Philadelphia.
John H. Wheeler, Secretary	1608 Market st., Philadelphia.
Daniel Rhoads, Treasurer.....	Bellefonte.
Daniel Rhoads, Superintendent.....	Bellefonte.

(No. 6.)

BLOSS COAL, MINING AND RAILROAD COMPANY.

SUPERINTENDENT'S OFFICE, }
Corning, N. Y., January 14, 1868. }

Hon. J. F. HARTRANFT,
Auditor General:

DEAR SIR:—Yours of the 4th inst., to John Arnot, president of this company, has been forwarded to me to answer. The short piece of road built by this company, from Blossburg to their mines, was leased, soon after its completion, to the Tioga railroad company, and has been operated by them, and is included in their report to you. Trusting this is all you require of this company, with reference to a report, I remain,

Yours, &c.,

F. N. DRAKE, *Superintendent.*

(No. 7.)

BUFFALO, BRADFORD AND PITTSBURG.

STATE OF NEW YORK, }
New York City and County, } ss:

Personally appeared Horatio N. Otis, treasurer of the Buffalo, Bradford and Pittsburg railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of his knowledge and belief.

(Signed) HORATIO N. OTIS, *Treasurer.*

Sworn and subscribed before me, this }
 — day of November, 186 . }

_____, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	Unlimited.
Amount paid, in as by last report	\$1,100,000 00
Total amount now paid in of capital stock	2,286,000 00
Funded debt, as per last report	1,766,000 00
Total amount now of funded debt, (\$1,186,000 surrendered and cancelled and converted into stock,)	580,000 00
Floating debt, as by last report	None.
The amount now of floating debt	None.
Rate per cent. per annum of interest on funded debt	7 per cent.
Date and rate per cent. per annum of dividend or dividends	None.
Number of shares of stock	3,950
Par value of each share	\$100 00
Amount of capital on which the respective dividends were declared	<u>None.</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$2,866,000 00	\$2,866,000 00
Equipment	<u>None.</u>	<u>None.</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Carrollton, New York, to Gilesville, Pennsylvania.....	26 miles.
Length of road laid.....	26 "
Length of double track of road.....	None.
Length of sidings.....	2 miles.
Gauge of road.....	6 feet.
Weight of rail per yard on main track.....	45 to 62 lbs.
Branch roads owned by the company and their length.....	None.
Number of wooden bridges, (total length in feet, 698,).....	10
Number of railroads crossed.....	None.
Number of stations on main road.....	8
How is track laid, and on what foundation? On cross-ties, filled in with common earth.	

The Buffalo, Bradford and Pittsburg railroad is leased to the Erie railway company of New York, and is operated as a branch of that road.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
James W. Hilton.....	Bradford, Pa.
Daniel Kingsbury.....	Bradford, Pa.
James E. Blair.....	Bradford, Pa.
J. T. Cameron.....	Susquehanna Station, Pa.
Theo. Springstein.....	Susquehanna Station, Pa.
S. V. King.....	Laekawaxen. Pa.
P. T. B. Emmons.....	Great Bend, Pa.
John Arnot.....	Elmira, N. Y.
John S. Eldridge.....	Boston, Mass.
A. L. Diven.....	New York.
D. B. Eaton.....	New York.
J. C. B. Davis.....	New York.
W. Thompson.....	New York.
James W. Hilton, President.....	Bradford, Pa.
Horatio N. Otis, Seeretary.....	New York city.
Horatio N. Otis, Treasurer.....	New York city.
Hugh Riddle, Superintendent.....	New York city.

(No. 8.)

BUFFALO AND ERIE.

STATE OF NEW YORK, }
Erie County, } ss:

Personally appeared William Williams, president, and George H. Chase, treasurer, of the Buffalo and Erie railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) WILLIAM WILLIAMS, *President.*

GEORGE H. CHASE, *Treasurer.*

Sworn and subscribed before me, this }
 24th day of November, 1868. }

JAMES S. GIBBS,

Commissioner of Deeds.

STOCK AND DEBT.

Capital stock as authorized by law.....	\$6,000,000 00
Amount of stock subscribed.....	6,000,000 00
Amount paid in as by last report.....	5,000,000 00
Total amount now paid in of capital stock.....	6,000,000 00
Funded debt, as per last report.....	1,000,000 00
Total amount now of funded debt.....	3,700,000 00
Floating debt, as by last report.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt....	3,700,000 00
Rate per cent. per annum of interest on funded debt,	7 per cent.
Date and rate per cent. per annum of dividend or dividends: February 1, 5 per cent.; August 1, 4 per cent.	
Number of shares of stock.....	60,000 00
Par value of each share.....	\$100 00
Amount of capital on which the respective divi- dends were declared: February 1, and August 1,	6,000,000 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Total cost.....	\$5,109,932 80	\$6,718,800 71

CHARACTERISTICS OF ROAD.

Length of main line of road, from Buffalo, New York, to Erie, Pennsylvania.....	88 miles.
Length of road laid.....	88 miles.
Length of double track of road.....	None.
Length of sidings.....	40 miles.
Gauge of road.....	4 ft. 10 in.
Weight of rail per yard on main track.....	60 pounds.
Branch roads owned by the company and their length.....	None.
Roads worked or leased by the company	None.
Number of engine houses and shops	4
Number of engines.....	42
Number of first class passenger cars, (rated as eight wheel cars,)	22
Number of baggage, mail and express cars, (rated as eight wheel cars,).....	15
Number of freight cars, (rated as eight wheel cars,).....	946

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	287,458
Number of miles run by freight trains	591,593
Number of passengers (all classes) carried in cars,	450,949
Number of tons of 2,000 lbs. of through freight for the year on main road; gross amount of tonnage for the year, (2,000 lbs. per ton,).....	762,914
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)..	22
Average rate of speed adopted by express trains, including stops	28
Average rate of speed adopted by freight trains, including stops	12

The amount of freight, specifying the quantity in tons :

Vegetable food	102,058	Live stock.....	230,456
Agricultural products	100,588	Lumber.....	49,892
Merchandize	127,228	Other articles.....	86,725
Manufactures.....	65,967		
		Total	<u>762,914</u>

The rate of fare for passengers charged for the respective classes, per mile, as follows :

For first class through passengers.....	$2\frac{8}{10}$ cents
For first class way passengers.....	3 “
For second class through passengers	<u>$1\frac{8}{10}$ “</u>

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger Transp'n.	Freight Transp'n.
Repairs or maintenance of way, including buildings.....	\$434,787 11	.....	.....
Taxes on real estate.....	122,265 12	.....	.....
Total.....	557,052 23	.....	.....
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$85,791 25	.....	.....
Repairs of passenger and baggage cars.....	52,271 95	.....	.....
Repairs of freight cars.....	70,304 29	.....	.....
Repairs of tools and machinery in shops.....	6,353 59	.....	.....
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	25,545 31	.....	.....
Total.....	240,266 39	.....	.....
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$1,416 34	\$586 05	\$830 29
Agents and clerks.....	57,134 38	21,222 97	35,911 41
Labor—loading and unloading freight.....	54,565 38	.....	54,565 38
Porters, watchmen and switch tenders.....	38,522 20	9,630 55	28,891 65
Wood and water station attendance.....	11,205 54	3,735 18	7,470 36
Conductors, baggage masters and brakemen.....	65,709 94	30,106 59	35,603 35
Engineers and firemen.....	62,546 54	17,325 80	45,220 74
Fuel and cost of preparing for use.....	194,367 01	77,746 80	116,620 21
Law expenses.....	15,432 28	9,269 37	6,172 91
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	17,063 27	6,825 31	10,237 96
Loss and damage of goods and baggage.....	11,312 38	195 41	11,116 97
Use of freight and passenger cars.....	7,670 08	240 00	7,430 08
Rent of offices.....	1,575 84	1,175 84	400 00
Damage for injury of persons in State of New York.....	196,405 33	196,405 33	.....
Damage to property, including damage by fire and cattle killed on road.....	979 00	.....	979 00
General superintendence.....	14,255 54	7,127 77	7,127 77
Contingencies.....	128,685 05	43,178 15	85,506 90
Total.....	878,846 10	424,761 12	454,084 98

Receipts :

Total	\$2,222,804 73
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Summary of payments :

For maintaining and operating the road.....	\$1,676,164 72
For dividends.....	540 000 00
For interest	66,527 32
For United States tax.....	32,571 67
Total	<u>2,315,263 71</u>

Cost of transportation :

What express companies run on your road, and on what terms?
 American, United States and Merchants' Union. \$400 per day,
 as per contract.

ACCIDENTS.

	Killed.	Injured.
Employees	<u>0</u>	<u>2</u>

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows :

1868. February 19. A. M. Stafford, brakeman, while coupling cars at Erie, Pa., fell and broke his leg, but recovered.

May 13. R. Armstrong, brakeman, struck in the head by a bridge, near North-East, Pa.; was seriously injured, but recovered.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Wm. Williams	Buffalo, N. Y.
Chas. H. Lee.....	Silver Creek, N. Y.
Alanson Robinson	New York.
Horace F. Clark.....	New York.
Augustus Schell.....	New York.
Jas. C. Harrison.....	Buffalo, N. Y.
Gibson F. Williams.....	Buffalo, N. Y.
J. M. Hutchinson	Buffalo, N. Y.
H. L. Lansing.....	Buffalo, N. Y.
Chas. M. Reed	Erie, Pa.
M. Courtright.....	Erie, Pa.
W. R. Scott	Erie, Pa.
Wm. Williams, President	Buffalo, N. Y.
Geo. H. Chase, Secretary and Treasurer.....	Buffalo, N. Y.
R. N. Brown, Superintendent.....	Buffalo, N. Y.

(No. 9.)

BUFFALO, CORRY AND PITTSBURG.

STATE OF NEW YORK, }
Albany County, } ss:

Personally appeared Matthew P. Bemus, treasurer, of the Buffalo, Corry and Pittsburg railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of his knowledge and belief.

(Signed) MATTHEW P. BEMUS, *Treasurer.*

Sworn and subscribed before me, this }
 19th day of January, 1869. }

CHARLES W. REYNOLDS, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by act of consolidation,	\$1,000,000 00
Amount of stock subscribed	442,497 50
Total amount now paid in of capital stock.....	428,717 50
Total amount now of funded debt.....	700,000 00
The amount now of floating debt	376,234 17
Total amount now of floating and funded debt....	1,076,234 17
Rate per cent. per annum of interest on funded debt	7 per cent.
Number of shares of stock	10,000

COST OF ROAD AND EQUIPMENT.

Total cost.....	\$1,431,465 73
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CHARACTERISTICS OF ROAD.

Length of main line of road, from Brocton, N. Y., to Corry, Pa.....	42 $\frac{3}{10}$ miles.
Length of road laid.....	42 $\frac{3}{10}$ "
Length of sidings.....	1 mile.
Gauge of road	4 feet 9 $\frac{1}{4}$ in.
Weight of rail per yard on main track	56 pounds

Number of engine houses and shops.....	1
Number of engines	6
Number of first class passenger cars, (rated as eight wheel cars,).....	5
Number of baggage, mail and express cars, (rated as eight wheel cars,)	2
Number of freight cars, (rated as eight wheel cars.)	23
Number of railroads crossed	2
Number of stations on main road.....	7
How is track laid, and on what foundation? Wood- en cross-ties, ballasted with gravel.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	54,916
Number of miles run by freight trains	71,410
Number of passengers (all classes) carried in cars,	69,088
Gross amount of tonnage for the year, (2,000 lbs. per ton)	94,196
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	20
Average rate of speed adopted by freight trains, including stops.....	12
Weight of first class passenger engines.....	28 tons.
Weight of freight engines.....	28 "

The amount of freight, specifying the quantity in tons:

Petroleum	65,087	Live stock.....	1,462
Agricultural products.....	1,562	Lumber	3,944
Merchandise	160	Other articles.....	921
Manufactures	21,060	Total	94,196

The rate of fare for passengers charged for the respective classes, per mile, as follows:

For first class through passengers.....	3 cents.
For first class way passengers.....	3 "

EXPENSES

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Pass. transportation.	Freight transporta't'n.
Repairs or maintenance of way, including buildings.....	\$47,464 25	.....	.....
Taxes on real estate	6,759 87	.....	.....
Total.....	54,224 12	.....	.....
REPAIRS OF MACHINERY.			
Repairs of engines and tenders	\$29,088 27	.....	.....
Repairs of passenger and baggage cars	2,737 04	.....	.....
Repairs of freight cars.....	7,567 47	.....	.....
Repairs of tools and machinery in shops.	339 73	.....	.....
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops	491 62	.....	.....
Total.....	40,224 13	.....	.....
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$3,348 19	\$1,133 72	\$2,215 27
Agents and clerks.....	12,219 48	3,792 63	8,426 85
Labor—loading and unloading freight	5,940 01	.....	.....
Porters, watchmen and switch tenders.	1,750 32	.....	.....
Wood and water station attendance.....	1,883 65	.....	.....
Conductors, baggage masters and brakemen.....	12,731 90	5,434 00	7,297 90
Engineers and firemen.....	11,323 41	3,662 82	7,660 59
Fuel, and cost of preparing for use	10,245 04	.....	.....
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	3,142 39	.....	.....
Loss and damage of goods and baggage.....	117 70	18 00	99 70
Use of freight cars	8,604 31	8 00	.....
Damage for injury of persons.....	8 00	.....	.....
Damage to property, including damage by fire and cattle killed on road.....	446 60	.....	.....
General superintendence.....	1,877 29	.....	.....
Contingencies	4,487 30	1,416 84	3,070 46
Total.....	77,625 59	15,147 01	28,767 77

RECEIPTS.

Passengers.....	\$57,970 68
Freight.....	154,760 58
Mail and express	9,883 49
Miscellaneous	125 00
Total.....	<u>223,029 98</u>

Summary of payments:

For construction and equipment.....	\$37,955 36
For maintaining and operating the road.....	163,471 23
For interest.....	<u>68,792 92</u>

Cost of transportation:

What express companies run on your road, and on what terms?
American express company.

ACCIDENTS.

INJURED—employees 1
=

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows:

Employee fell from working train; leg injured; recovered.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Wm. G. Fargo.....	Buffalo, N. Y.
James C. Fargo	New York.
Alex. Holland.....	New York.
Wm. B. Peck.....	Buffalo, N. Y.
John Ganson	Buffalo, N. Y.
Wm. H. Steward.....	Corry, Pa.
Thos. Struthers.....	Warren, Pa.
Mathew P. Bemus.....	Mayville, N. Y.
Geo. W. Gifford.....	Mayville, N. Y.
John F. Phelps.....	Mayville, N. Y.
Wm. P. Whiteside.....	Mayville, N. Y.
Amos K. Warren.....	Mayville, N. Y.
Daniel Williams	Harmony, N. Y.
Wm. G. Fargo, President.....	Buffalo.
M. P. Bemus, Secretary and Treasurer.....	Mayville.
Andrew R. Trew, Superintendent.....	Mayville.

(No. 10.)

CATASAUQUA AND FOGELSVILLE.

STATE OF PENNSYLVANIA, }
Lehigh County, } ss:

Personally appeared Joshua Hunt, president, and John Williams, treasurer, of the Catasauqua and Fogelsville railroad company, and in due form of law made oath and affirmation, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) JOSHUA HUNT, *President.*
 JOHN WILLIAMS, *Treasurer.*

Sworn, affirmed, and subscribed before me, }
 this 12th day of November, 1868. }

R. CLAY HAMERSLY, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$402,875 00
Amount of stock subscribed.....	402,875 00
Amount paid in as by last report.....	380,225 00
Total amount now paid in of capital stock.....	402,875 00
The amount now of floating debt.....	271,232 61
Date and rate per cent. per annum of dividend or dividends, 1867.....	6 per cent.
Number of shares of stock.....	16,115
Par value of each share.....	\$25 00
Amount of capital on which the respective divi- dends were declared.....	380,225 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$678,537 89	\$708,322 17

CHARACTERISTICS OF ROAD.

Length of main line of road, from Catasauqua to Rittenhouse Gap	20 miles.
Length of road laid.....	20 “
Length of sidings.....	6 “
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track: 19 miles, 50 lbs. to yard, and 5, 57 lbs.	
Branch roads owned by the company and their length, viz: Wexlertown to Farmington.....	4 miles.
Roads worked or leased by the company.....	None.
Number of engine houses and shops.....	2
Number of engines.....	6
Number of first class passenger cars, rated as eight wheel cars, (average cost of each, \$2,500,).....	3
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each, \$1,000,).....	2
Number of freight cars, rated as eight wheel cars, (average cost of each, \$1,000,).....	18
Number of stone and ore cars, rated as four wheel cars, (average cost of each, \$600,).....	400
Number of iron bridges, (total length in feet—Jordan bridge, 1,100 feet; Spring Creek, 20 feet; Little Lehigh, 40 feet; East Pennsylvania, 60 feet; Rupp's, 20 feet—total feet, 1,240,).....	5
Number of wooden bridges, (total length in feet, 16, at Clause's farm,).....	1
Number of stone bridges, (total length in feet, 60, near Jordan bridge, 20 feet; Clause's, 20 feet; M'Intyre's, 20 feet,).....	3
Number of railroads crossed.....	1
Number of stations on main road.....	16
Number of wood and water stations on main road.....	7
Value of real estate held by the company, exclusive of road way.....	\$21,000 00
Number of tunnels.....	None.
How is track laid, and on what foundation? In the ordinary way, 19 miles with furnace cinders, and 5 miles with broken stones.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	24,414
Number of miles run by freight trains.....	24,414
Number of miles run by stone and ore trains.....	37,560
Number of through passengers for the year on the main road.....	10,294
Number of passengers (all classes) carried in cars,	10,294
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	234,975 $\frac{9}{20}$
Average rate of speed adopted by ordinary passen- ger trains, including stops, (miles per hour,)....	15
Average rate of speed adopted by freight trains, including stops.....	12
Weight of first class passenger engines.....	25 tons.
Weight of freight engines.....	30 to 35 tons.

The amount of freight, specifying the quantity in tons:

Anthracite coal, (2,240,).....	29,590.11	Agricultural products.....	2,748.14
Bituminous coal, (2,240,).....	1,008.17	Merchandise.....	442.00
Pig iron.....	3,190.18	Manufactures.....	2,025.14
Railroad iron.....	200.10	Lumber.....	4,493.00
Other iron or castings.....	276.00	Other articles.....	4,188.19
Iron and other ores.....	104,497.15		
Lime and limestone.....	82,312.09	Total tons.....	234,975.07

The rate of fare for passengers charged for the respective classes, per mile, as follows:

For first class through passengers.....	3 cents.
For first class way passengers.....	3 “
For second class through passengers.....	3 “
For second class way passengers.....	3 “

The rate per ton (of 2,000 pounds) per mile, charged for freight:

For through freight, (2,240 pounds,).....	5 cents.
For through coal, (2,240 pounds,).....	2 $\frac{1}{2}$ “

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs or maintenance of way, including build- ings	\$32,889 05
Taxes on real estate	155,94
Total, (including freight transportation,)	<u>33,044 99</u>

Repairs of machinery:

Repairs of engines and tender, (passenger, \$526 15, and freight transportation, \$18,058 41,)	\$18,584 56
Repairs of passenger, baggage and freight cars...	643 45
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops	811 79
Total	<u>20,039 80</u>

Operating the road:

Office expenses, stationery, &c.	\$193 93
Agents and clerks	1,029 34
Wood and water station attendance	1,479 10
Conductors, baggage masters and brakemen	5,003 24
Engineers and firemen	5,394 71
Fuel, and cost of preparing for use	7,762 65
Oil and waste for engines and tenders, passenger, baggage and freight cars	2,575 63
Use of freight cars	513 94
General superintendence	2,800 00
Total	<u>26,752 54</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders	\$402,875 00
Other sources	305,447 17
Total	<u>708,322 17</u>

RECEIPTS.

Months.	Passengers.	Freight.
November, 1867.....	\$352 65	\$8, 479 00
December, 1867.....	401 35	9, 425 96
January, 1868.....	400 50	11, 943 42
February, 1868.....	281 50	10, 765 98
March, 1868.....	522 40	10, 314 07
April, 1868.....	486 30	10, 593 02
May, 1868.....	369 85	9, 495 60
June, 1868.....	388 05	10, 243 46
July, 1868.....	470 44	10, 162 13
August, 1868.....	615 95	9, 811 12
September, 1868.....	527 61	9, 777 13
October, 1868.....	381 55	8, 850 85
Total	5, 198 15	119, 861 74

Summary of payments:

For construction and equipment.....	\$33,465 01
Maintaining and operating the road.....	21,508 60
Dividends	22,813 50
State tax on capital stock and tonnage.....	4,989 61

Cost of transportation:

What express companies run on your road, and on what terms ?
None.

What transportation or freight companies run on your road,
and on what terms ? None.

ACCIDENTS.

No accident.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
David Thomas.....	Catasauqua, Pa.
John T. Knight.....	Easton, Pa.
John Drake.....	Easton, Pa.
B. J. Leedom.....	Philadelphia, Pa.
Samuel Thomas.....	Catasauqua, Pa.
Alexander F. Hazard.....	Philadelphia, Pa.
Geo. A. Wood	Philadelphia, Pa.
Thomas Earp.....	Philadelphia, Pa.
Chas. E. Haven.....	Philadelphia, Pa.
John Thomas.....	Hokendauqua, Pa.
Joshua Hunt, President.....	Catasauqua, Pa.
John Williams, Secretary and Treasurer.....	Catasauqua, Pa.
C. W. Chapman, Superintendent.....	Catasauqua, Pa.

(No. 11.)

CATAWISSA.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared M. P. Hutchinson, president, and W. L. Gilroy, treasurer, of the Catawissa railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) M. P. HUTCHINSON, *President.*
 W. L. GILROY, *Treasurer.*

Sworn and subscribed before me, this }
 4th day of November, 1868. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Amount of stock subscribed.....	\$3,359,500 00
Amount paid in as by last report.....	3,359,500 00
Total amount now paid in of capital stock	3,359,500 00
Funded debt, as per last report.....	262,500 00
Total amount now of funded debt.....	371,000 00
Floating debt, as by last report	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt....	371,000 00
Rate per cent. per annum of interest on funded debt: Average rate, 7 per cent.	
Date and rate per cent. per annum of dividend or dividends: March 26 and October 20, 1868, 6 per cent. on preferred stock.	
Number of shares of stock: Preferred stock, 44,000; common stock, 23,190.	
Par value of each share	50 00
Amount of capital on which the respective divi- dends were declared	2,098,650 00

COST OF ROAD AND EQUIPMENT.

By last report.....	\$3,744,000 00
By present report.....	<u>3,744,000 00</u>

This road is leased by the Western Central railroad and Atlantic and Great Western railway. The report of its working and receipts under the said lease will be found under that heading.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Samuel V. Merrick	Philadelphia, Pa.
Emmor Weaver.....	Philadelphia, Pa.
J. V. Williamson.....	Philadelphia, Pa.
Francis K. Shipper	Philadelphia, Pa.
Ellwood Shannon.....	Philadelphia, Pa.
J. L. Melcher	New York.
M. P. Hutchinson, President.....	Philadelphia, Pa.
Edward Johnson, Secretary	Philadelphia, Pa.
W. L. Gilroy, Treasurer	Philadelphia, Pa.

(No. 12.)

CATAWISSA.

[*Western Central railroad company and Atlantic and Great Western railway company lessees, for year ending Oct. 31, 1868.*]

STATE OF PENNSYLVANIA, }
 _____ County, } ss:

Personally appeared M. P. Hutchinson, president and general manager, and W. L. Gilroy, treasurer, of the Catawissa railroad, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) M. P. HUTCHINSON, *Pres't and Gen. Man.*
 W. L. GILROY, *Treasurer.*

Sworn and subscribed before me, this }
 4th day of November, 1868. }

W. W. DOUGHERTY, *Alderman.*

CHARACTERISTICS OF ROAD.

Length of main line of road, from Milton to Little Schuylkill junction	65 miles.
Length of road laid	65 "
Length of sidings	5 "
Gauge of road	4 ft. 8½ inches.
Weight of rail per yard on main track	56 pounds.
Branch roads owned by the company and their length, viz: Summit Branch	2½ miles.
Roads worked or leased by the company	2
Number of engine houses and shops: 4 engine houses and 2 shops.	
Number of engines	21
Number of first class passenger cars, rated as eight wheel cars, (average cost of each, \$2,600 00,)....	9
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each, \$1,250 00,).....	4

Number of freight cars, rated as eight wheel cars, (average cost of each, \$540 00,).....	435
Number of coal cars, rated as eight wheel cars, (average cost of each, \$375 00,).....	50
Number of iron bridges	None.
Number of wooden bridges	11
Number of stone bridges	None.
Number of railroads crossed	2
Number of stations on main road	10
Number of wood and water stations on main road,	11
Number of tunnels, (length of each, 1,400 feet, 200 feet, 400 feet,)	3
How is track laid and on what foundation? Cross ties laid on earth, coal dirt and stone.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	56,260
Number of miles run by freight trains	167,172
Number of miles run by coal trains	34,536
Average rate of speed adopted by ordinary pas- senger trains, including stops, (miles per hour,)..	20
Average rate of speed adopted by freight trains, including stops	10
Weight of first class passenger engines, with tender,	56,000 lbs.
Weight of freight engines, with tender	70,000 lbs.

The amount of freight, specifying the quantity in tons :

Anthracite and bituminous coal...	70,697	Manufactures	8,301
Pig iron	21,362	Live stock.....	244
Railroad iron.....	9,162	Lumber	107,771
Lime and limestone.....	1,295	Other articles	122,782
Agricultural products.....	8,898		
Merchandise.....	6,042	Total.....	356,554

The rate of fare for passengers charged for the respective classes, per mile, as follows :

Average rate per passenger per mile.....	$\frac{3.657}{1000}$ cents
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EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including build- ings	\$95,859 93
---------------------------------------------------------------	-------------

Repairs of machinery:

Repairs of engines and tenders.....	\$49,179 32
Repairs of passenger and baggage cars	4,531 28
Repairs of freight cars	28,619 53
Repairs of tools and machinery in shops	5,544 06
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops	11,116 38
Total	98,550 57

Operating the road:

Office expenses, stationery, &c	\$6,881 96
Agents and clerks	17,333 65
Porters, watchmen and switch tenders	10,250 93
Wood and water station attendance	2,553 83
Conductors, baggage masters and brakemen.....	40,076 18
Engineers and firemen	22,971 05
Fuel and cost of preparing for use	34,930 24
Oil and waste for engines and tenders, passenger, baggage and freight cars	5,263 77
Loss and damage of goods and baggage	910 45
Use of freight cars	7,248 30
Telegraph line	4,864 69
Damages to property, including damage by fire and cattle killed on road	5 00
General superintendence	6,800 00
Contingencies	15,184 94
Total	370,125 49

Receipts:

Passengers.....	\$69,088 45
Freight.....	306,768 98
Mail transportation.....	9,006 25
Miscellaneous.....	155,679 27
Total.....	540,542 95

Summary of payments:

Extraordinary repairs.....	\$16,385 11
Maintaining and operating the road.....	370,125 49
State tax on tonnage and gross receipts.....	11,099 25
United States tax.....	1,931 87
Total.....	399,541 72

ACCIDENTS.

	Killed.	Injured.
Employees.....	4	3
Others.....	0	1
Total.....	4	4
	=	=

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows :

January 6, 1868. F. S. Ling, brakeman, had hand and arm burned by caboose stove when caboose was thrown from track by snow packing under wheels.

February 28, 1868. Elias B. Trifoos, brakeman, was killed by slipping from an engine in motion, and it passed over him.

April 25, 1868. Mrs. Lethosh was injured near Danville by engine of mail train striking her when she was walking along track, and disregarding repeated signals until too late to stop the train until pilot knocked her from track.

April 22, 1868. John Devatt, brakeman at Rupert, had his spine permanently injured by car coupling breaking just as he was

passing from one car to another on a moving train. He fell to the ground outside of rails, and the axle boxes injured him as stated.

June 9, 1868. Henry Bredbender, brakeman on gravel train, was killed near Catawissa by engine he was on being thrown from track by a cow.

July 10, 1868. While the Schuylkill county "eight hour law" strikers were prowling around the country, and when many of them were along our line, a rail was removed from track near Summit station, and an engine and portion of a freight train were thrown over a slope wall and down the mountain side; Harry Thomas, the engineer, was so badly injured that he died three weeks afterwards.

July 10, 1868. Lloyd Kreigh, the fireman of engine alluded to in Thomas's case, was injured in foot by same accident.

October 23, 1868. Byron Colton, brakeman, was killed while coupling cars of a freight train near Catawissa.

NAMES AND RESIDENCE OF OFFICERS.

Officers.	Post office address.
M. P. Hutchinson, President and General Manager.....	Philadelphia, Pa.
W. L. Gilroy, Treasurer.....	Philadelphia, Pa.
George Webb, Superintendent	Williamsport, Pa.

(No. 13.)

CHESTER VALLEY.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared John F. Gilpin, president, and William H. Holstein, treasurer, of the Chester Valley railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) JOHN F. GILPIN, *President.*

WM. H. HOLSTEIN, *Treasurer.*

Sworn, affirmed and subscribed before }
 me, this 4th day of January, 1869. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$871,900 00
Amount of stock subscribed.....	871,900 00
Amount paid in as by last report.....	871,900 00
Total amount now paid in of capital stock.....	871,900 00
Funded debt, as per last report.....	500,000 00
Total amount now of funded debt.....	500,000 00
Total amount now of funded debt and overdue interest.....	920,000 00
Rate per cent. per annum of interest on funded debt.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends.....	No dividend.
Number of shares of stock.....	17,438
Par value of each share.....	\$50 00

CHARACTERISTICS OF ROAD.

Length of main line of road, from Bridgeport to Downingtown.....	21½ miles.
Length of road laid.....	21½ “

Length of sidings.....	1½ miles.
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	45 to 55 lbs.
Branch roads owned by the company, and their length.....	None.
Number of engine houses and shops.....	1
Number of over bridges, (total length in feet, 536,).....	13
Number of wooden bridges, (total length in feet, 1,441,).....	32
Number of stone bridges, (total length in feet, 1,556,).....	26
Number of stations on main road.....	16
Number of wood and water stations on main road,.....	2
Value of real estate held by the company, exclusive of road way.....	\$3,000 00
How is track laid, and on what foundation? Stone.	

The Chester Valley railroad is leased to the Philadelphia and Reading railroad company, and by them worked as a branch road. To all unanswered questions, we respectfully refer the Auditor General to said Philadelphia and Reading railroad company.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Coffin Colket.....	Philadelphia, Pa.
Wm. H. Holstein.....	Bridgeport, Pa.
John T. M'Innes.....	Trappe, Pa.
S. Gross Fry.....	Trappe, Pa.
E. T. Shaw.....	Germantown, Pa.
John Smith.....	Philadelphia, Pa.
Charles Treikle.....	Philadelphia, Pa.
John Gilpin, President.....	Philadelphia, Pa.
Wm. H. Holstein, Secretary and Treasurer.....	Bridgeport, Pa.

(No. 14.)

CHESTER CREEK.

OFFICE OF THE CHESTER CREEK RAILROAD CO., }
Philadelphia, January 27, 1869. }

Hon. JOHN F. HARTRANFT,

Auditor General State of Pennsylvania, Harrisburg:

DEAR SIR:—Your favor of the 25th inst. is received. The Chester Creek railroad is in process of construction, from a point on the Philadelphia, Wilmington and Baltimore railroad, near Chester, to the junction of the Philadelphia and Baltimore Central railroad, near Lenni, distance of about seven miles.

The authorized capital stock consists of 3,700 shares of \$50 each—\$185,000; bonds secured by mortgage, \$185,000.

Very respectfully,

J. HUDDALL,

Treasurer.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Isaac Hinckley.....	Philadelphia, Pa.
William Sellers.....	Philadelphia, Pa.
Henry F. Kenney.....	Philadelphia, Pa.
Abraham R. Perkins.....	Philadelphia, Pa.
Jarius Baker.....	Philadelphia, Pa.
Samuel Archbold.....	Chester, Pa.
A. T. Morgan.....	Chester, Pa.
Daniel Woelpper.....	Chadd's Ford, Delaware county, Pa.
James A. Strawbridge.....	Elkview, Chester county, Pa.
Samuel Dickey.....	Oxford, Chester county, Pa.
James R. Ramsey.....	Oxford, Chester county, Pa.
James M. Broomall.....	Media, Delaware county, Pa.
Samuel M. Felton, President.....	Philadelphia, Pa.
William Ward, Secretary.....	Chester, Pa.
Joseph Huddell, Treasurer.....	Philadelphia, Pa.

(No. 15.)

CHESTNUT HILL.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared C. Colket, president, and H. K. Smith, treasurer, of the Chestnut Hill railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) C. COLKET, *President.*
H. K. SMITH, *Treasurer.*

Sworn and subscribed before me, this }
9th day of November, 1868. }

JOHN STALLMAN, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$120,650 00
Amount of stock subscribed.....	120,650 00
Amount paid in as by last report.....	120,650 00
Total amount now paid in of capital stock.....	120,650 00
Funded debt, as per last report.....	Nothing.
Total amount now of funded debt.....	Nothing.
Floating debt, as by last report.....	Nothing.
The amount now of floating debt.....	Nothing.
Date and rate per cent. per annum of dividend or dividends, Jan. 4, July 5.	
Number of shares of stock.....	2,413
Par value of each share.....	\$50 00
Amount of capital on which the respective divi- dends were declared	120,650 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$120,650	\$120,650

No equipment, as the road is leased by another company.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Germantown to Chestnut Hill	4 $\frac{1}{8}$ miles.
Length of road laid.....	4 $\frac{1}{8}$ “
Length of double track of road.....	$\frac{1}{2}$ “
Length of sidings.....	$\frac{1}{2}$ “
Gauge of road.....	4 ft. 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track.....	50 lbs.
Branch roads owned by the company.....	None.
Roads worked or leased by the company.....	None.
Number of engine houses and shops.....	None.
Number of engines.....	None.
Number of first class passenger cars, (rated as eight wheel cars,).....	None.
Number of baggage, mail and express cars, (rated as eight wheel cars,)	None.
Number of freight cars, (rated as eight wheel cars,).....	None.
Number of coal cars, (rated as eight wheel cars,)..	None.
Number of iron bridges.....	None.
Number of wooden bridges, (total length in feet, 150,)	3
Number of stone bridges, (total length in feet, 30,).....	1
Number of railroads crossed.....	None.
Number of stations on main road.....	8
Number of wood and water stations on main road,.....	None.
Value of real estate held by the company, exclusive of road way: None but stations.	
Number of tunnels.....	None.
How is track laid, and on what foundation? Slag ballast, cross-ties two feet apart.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains, about..	28,000
Number of miles run by freight and coal trains, mixed, about.....	3,000
Number of through passengers for the year on main road.....	268,342
Number of passengers (all classes) carried in cars,	268,342

Number of tons of 2,000 lbs. of through freight for the year on main road, and gross amount of tonnage for the year, (2,000 lbs. per ton,).....	No account.
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)....	12
Average rate of speed adopted by freight trains, including stops.....	10
Weight of first class passenger engines.....	None.
Weight of freight engines.....	None.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1867.....	20,992	May, 1868.....	22,328
December, 1867.....	17,750	June, 1868.....	26,845
January, 1868.....	16,420	July, 1868.....	29,074
February, 1868.....	15,402	August, 1868.....	28,889
March, 1868.....	17,388	September, 1868.....	27,600
April, 1868.....	19,328	October, 1868.....	26,328
		Total.....	268,342

The amount of freight, specifying the quantity in tons:

No account, as the road is run by the Philadelphia, Germantown and Norristown railroad.

The rate of fare for passengers charged for the respective classes, per mile, as follows:

For first class through passengers.....	2½ cents.
For first class way passengers.....	2½ “

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs or maintenance of way, including buildings, (estimated,)	\$6,200 00
Taxes on real estate, (city,).....	280 10
Total.....	6,480 10

Operating the road:

Office expenses, stationery, &c..... \$150 00

The road is leased to the Philadelphia, Germantown and Norristown railroad company.

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

None.

RECEIPTS.

Months.	Passengers.	Freight.
November, 1867.....	\$915 32	\$289 22
December, 1867.....	792 64	241 70
January, 1868.....	1,723 07	409 78
February, 1868.....	1,172 09	263 66
March, 1868.....	1,246 22	554 67
April, 1868.....	1,635 74	758 27
May, 1868.....	1,018 60	721 94
June, 1868.....	1,195 58	305 49
July, 1868.....	1,577 27	341 10
August, 1868.....	1,190 29	275 74
September, 1868.....	1,210 68	355 60
October, 1868.....	1,090 73	340 29
Total.....	14,768 23	4,857 46

SUMMARY OF PAYMENTS.

For construction and equipment.....	\$120,650 00
Dividends	10,858 50
Interest.....	Nothing.
Surplus funds: From two hundred to three hundred dollars, generally.	
State tax on capital stock.....	603 25
United States tax.....	972 14
Tonnage for eighteen months	253 50
Total.....	<u>1,828 89</u>

Cost of transportation:

No account.

What express companies run on your road, and on what terms?
None.

What transportation or freight companies run on your road, and on what terms? None.

The Philadelphia, Germantown and Norristown railroad company operate the Chestnut Hill railroad, under a lease for a term of years, and therefore many items of interest, perhaps, are omitted, but which we suppose their report will exhibit.

H. K. SMITH, *Secretary*.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
F. N. Buck.....	Philadelphia.
Wm. Miller	Philadelphia.
W. L. Schaffer	Philadelphia.
W. W. Colket.....	Philadelphia.
Samuel H. Austin.....	Philadelphia.
Joseph Patterson.....	Philadelphia.
M. Haas.....	Chestnut Hill.
D. Yeakel.....	Chestnut Hill.
E. H. Weil.....	Philadelphia.
H. M. Phillips.....	Philadelphia.
E. H. Trotter.....	Philadelphia.
C. T. Platt.....	Philadelphia.
C. Colket, President.....	Philadelphia.
H. K. Smith, Secretary	Chestnut Hill.
H. K. Smith, Treasurer.....	Chestnut Hill.

(No. 16.)

CLEVELAND AND PITTSBURG.

STATE OF OHIO, }
Cuyahoga County, } ss:

Personally appeared R. F. Smith, vice president, and Geo. A. Ingersoll, treasurer, of the Cleveland and Pittsburg railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed)

R. F. SMITH, *President.*G. A. INGERSOLL, *Treasurer.*

Sworn and subscribed before me, this }
 26th day of January, 1869. }

GEO. F. BINGHAM, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law, and amount of

stock subscribed.....	\$5,958,625 00
Amount paid in as by last report.....	5,411,925 00
Total amount now paid in of capital stock.....	5,958,625 00
Funded debt, as per last report.....	3,967,000 00
Total amount now of funded debt.....	4,197,000 00
Floating debt, as by last report.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt....	4,197,000 00
Rate per cent per annum of interest on funded debt, \$1,096,000, at 6 per cent.; \$3,101,000, at 7 per cent.	
Date and rate per cent. per annum of dividend or dividends: July 10 and October 10, each.....	2 per cent.
Number of shares of stock.....	119,172½
Par value of each share.....	\$50 00
Amount of capital on which the respective divi- dends were declared: July 10, \$5,957,825; Octo- ber 10, \$5,958,425.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$7,542,618 00	\$8,329,324 18
Equipment.....	1,873,000 00	1,988,368 00
Total cost.....	<u>9,415,618 00</u>	<u>10,317,692 18</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Cleveland to Pittsburg and Belle Air	167 miles.
Length of road laid.....	167 miles.
Length of double track of road.....	2 miles.
Length of sidings, (road 32, private 11,).....	43 miles.
Gauge of road.....	4 $\frac{1}{2}$ feet.
Weight of rail per yard on main track	60 pounds.
Branch roads owned by the company and their length, viz: Bayard to New Philadelphia.....	32 miles.
Roads worked or leased by the company, viz: 26 miles Pittsburg, Fort Wayne and Chicago rail- way, from Rochester to Pittsburg.	
Number of engine houses and shops	11
Number of engines.....	67
Number of first class passenger cars, rated as eight wheel cars, (average cost of each, \$3,000,).....	31
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each, \$1,200,).....	49
Number of freight cars, rated as eight wheel cars, (average cost of each, \$800,).....	384
Number of coal cars, rated as eight wheel cars, (average cost of each, \$700,)	821
* Number of iron bridges, (total length in feet, 110,).....	1
Number of wooden bridges, (total length in feet, 5,224,)	63
Number of stone bridges and arch culverts, (total length in feet, 1,447,).....	42
Number of railroads crossed.....	

*This company holds perpetual lease of the undivided half of the iron swing bridge across the mouth of the Cuyahoga river, Cleveland. Said bridge is 308 feet long.

Number of stations on main road	53
Number of wood and water stations on main road,	24
Value of real estate held by the company, exclu- sive of road way	None.
Number of tunnels, (length of each, 1,010 feet),...	1
How is track laid, and on what foundation? T rail, cross-ties, gravel sub-structure.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	394,285
Number of miles run by freight trains	733,533
Number of miles run by other trains.....	478,403
Number of through passengers for the year on main road	71,974
Number of passengers (all classes) carried in cars,	582,164
Number of tons of 2,000 lbs. of through freight for the year on main road.....	332,371
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	979,863
Average rate of speed adopted by ordinary passen- ger trains, including stops, (miles per hour,).....	20
Average rate of speed adopted by express trains, including stops	30
Average rate of speed adopted by freight trains, including stops	12
Weight of first class passenger engines	28 tons.
Weight of freight engines	31 "

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1867.....	50,604	June, 1868.....	49,515
December, 1867.....	43,339	July, 1868.....	54,878
January, 1868.....	40,314	August, 1868.....	58,039
February, 1868.....	37,196	September, 1868.....	55,722
March, 1868.....	46,503	October, 1868.....	57,660
April, 1868.....	44,960		
May, 1868.....	43,384	Total	582,164

The amount of freight, specifying the quantity in tons :

Anthracite coal.....	None.	Agricultural products.....	45,662
Bituminous coal	447,850	Merchandize	87,822
Petroleum.....	10,525	Manufactures	28,275
Pig iron.....	52,012	Live stock.....	25,995
Railroad iron, and other iron or castings.....	60,234	Lumber	49,070
Iron and other ores... ..	149,442	Other articles	22,976
Lime and limestone.	No data.	Total	<u>379,863</u>

*The rate of fare for passenger scharged for the respective classes,
per mile, as follows :*

For first class through passengers	2½ cents.
For first class way passengers.....	3½ “
Have no second or third class rates.	

The rate per ton (of 2,000 lbs.) per mile charged for freight :

For through freight	1¾ cents.
For through coal	1 ⁷ / ₁₀ “
For local freight.....	2½ “
For local coal	2 ¹ / ₅ “

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including build- ings.....	\$397,733 01
Taxes on real estate.....	None.
Total.....	<u>397,733 01</u>

Repairs of machinery :

Repairs of engines and tenders	\$126,755 84
Repairs of passenger and baggage cars	31,060 21
Repairs of freight ears	77,441 76
Repairs of tools and machinery in shops, incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	77,708 75
Total.....	<u>312,966 56</u>

Operating the road:

Office expenses, stationery, &c	\$21,920 94
Agents and clerks, labor—loading and unloading freight, porters, watchmen and switch tenders...	164,709 94
Wood and water station attendance.....	19,251 45
Conductors, baggage masters and brákesmen.....	110,733 09
Engineers and firemen.....	102,982 88
Fuel and cost of preparing for use.....	79,998 86
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	29,266 21
Loss and damage of goods and baggage.....	2,711 47
Use of freight cars.....	21,014 95
Shoveling snow.....	No data.
Damage for injury of persons.....	1,124 95
Damage to property, including damage by fire and cattle killed on road.....	10,365 18
General superintendence.....	69,266 37
Contingencies	28,069 36
Total	<u>661,415 65</u>

We do not make an allotment of passenger and freight transportation.

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders	None.
From sale of bonds.....	\$244,271 25
From other sources.....	824,824 13
Total	<u>1,069,095 38</u>

RECEIPTS.

Months.	Passengers.	Freight.	Mail and Express.	Miscellaneous.	Total.
November, 1867.....	\$52,690 57	\$132,890 52	\$6,998 71	\$756 36	\$193,336 16
December, 1867.....	45,787 40	99,816 89	6,998 71	613 27	153,216 27
January, 1868.....	40,960 32	97,951 78	7,198 71	774 73	146,885 54
February, 1868.....	37,573 02	98,868 25	6,798 71	610 43	143,850 41
March, 1868.....	48,020 29	98,997 08	5,698 71	880 41	153,596 49
April, 1868.....	48,005 37	121,446 75	5,698 71	769 87	175,920 70
May, 1868.....	48,139 65	145,502 24	5,698 71	977 39	200,317 99
June, 1868.....	52,807 21	156,969 14	5,698 71	835 45	216,310 51
July, 1868.....	58,538 33	154,553 46	5,892 71	1,094 79	220,079 29
August, 1868.....	63,519 82	167,368 51	5,698 71	1,221 20	237,808 24
September, 1868.....	59,846 18	160,880 38	5,698 71	1,256 74	227,682 01
October, 1868.....	58,916 58	171,348 86	5,848 71	1,119 12	237,233 27
Total.....	614,804 74	1,606,593 86	73,928 52	10,909 76	2,306,236 88

Summary of payments:

For construction and equipment.....	\$342,384 57
For maintaining and operating the road.....	1,372,115 22
For dividends	250,868 42
For interest	314,884 65
For miscellaneous.....	889,230 12
For surplus funds.....	121,392 96
For State tax on capital stock and tonnage, (Pennsylvania, \$6,252 84; Ohio, \$55,125 79.).....	61,378 63
For United States tax.....	23,077 69
Total	<u>3,375,332 26</u>
Total amount of surplus fund.....	<u>\$439,998 71</u>

Cost of transportation:

Our statistics do not give us these figures.

What express companies run on your road, and on what terms? American Merchants' Union express company; pay \$150 per day.

What transportation or freight companies run on your road, and on what terms? No freight is moved over the road under arrangement with any fast freight line or transportation company other than that of the American Merchants' Union express company, as above stated.

ACCIDENTS.

	Killed.	Injured.
Passengers.....	0	3
Employees.....	2	8
Others.....	6	12
Total.....	<u>8</u>	<u>23</u>

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows :

1867.

November 2. Manchester yard, Pa. A boy named Lindsey, about 12 years of age, running over the cars of yard train in motion, playing "tag" with two others, fell between the cars on to track. Was run over and killed.

November 5. Neville station, Pa. Passenger train struck and badly injured Samuel Wisener, who was walking on track heedless of train.

November 18. Near Bayard, O. Freight train struck an insane German who was walking on track. Injuries not serious. Name of man could not be ascertained.

December 10. Pittsburg yard, Pa. M. C. Householder, assistant yard-master, had hand badly crushed in coupling two cars in yard. Hand was caught between the "deadwoods" of cars and nearly all the bones broken.

December 12. Franklin, O. Daniel A. Smith, brakeman, had leg badly crushed between two coaches, by freight train running into rear end of a passenger train. A furious and blinding snow storm prevailed at time. Smith died from his injuries.

December 27. Near Belle Air, O. Freight train struck and killed J. H. Campbell, at a road crossing. Man was riding horse-back, and horse became fractious and unmanageable and would not leave the track.

1868.

February 12. Pittsburg yard, Pa. Patrick Conner was standing between two trains moving in opposite directions, on different tracks; was jostled against freight train of this company by man

attempting to get on other train, (passenger,) and had his skull slightly fractured.

February 15. Near Smith's Ferry, Pa. Passenger train struck Mrs. Catharine Normile, who was walking on track, insane, and paid no attention to signals of train. Injured her head and one foot badly; the latter had to be amputated.

April 1. Cleveland, O. John Falder was loitering around the tracks at Cleveland depot and was cautioned to keep out of the way, but paid no heed to it, and was finally caught between two cars that were being switched with others and badly injured. Died from his injuries.

April 6. Near Budford, O. Oliver Mann, engineer, left his post and got on top of some cars in his train; was struck by a bridge overhead and badly injured about the head. Fully recovered.

April 16. Cleveland, O. Ferdinand Wittner was caught between two cars in freight depot and killed. He foolishly stepped between the cars to remove a link, as is supposed, and cars came together before he could get out. Was warned by others not to do so. Wittner was a laborer in company's employ.

May 1. Edgeworth station, Pa. Passenger train struck a repair man and broke one of his legs. He stood along side of track and made no effort to get out of the way. Was an inexperienced man. James Mahan is name of the individual.

May 23. Near Mingo station, O. Passenger train struck Clark Riddle, who was walking on the track. Every effort was made to avoid hitting the man, but he paid no attention to signals. Man was cut on the head and had one leg broken.

June 10. Allegheny city, Pa. Yard train struck and killed A. B. Muzzey, engineer of P., F. W. and C. railway, at Federal street crossing. He insanely attempted to cross track right in front of train, which was moving very slowly. It is thought Muzzey was somewhat intoxicated.

July 2. Near Steubenville, O. Passenger train struck a child of Andrew Robinson's, about five years old. Child was walking on track and was badly injured.

July 13. Near Ravenna, O. L. Ohliger, brakeman, fell from the top of a freight car and was injured in the chest and back, but not seriously.

July 30. Rochester, Pa. Passenger train overtook James M'Bride walking in a bridge and run over his right foot, a part of which was afterwards amputated. As train approached, M'Bride jumped from the foot path on to bridge and tried to get over ahead of the train. Was not in danger on the foot path.

August 1. Near Smith's ferry, Pa. T. T. Beall, driving a team, was thrown from the wagon by the horses becoming frightened at approach of a freight train and had an arm broken.

August 14. Near Alliance, O. Freight train run over and killed John Fearstel, who was lying across the track, drunk.

August 19. Alliance, O. Anthony Melvin, brakeman, had an arm badly cut and bruised by being caught between the bumpers of two cars he was coupling. No bones were broken.

August 19. Manchester yard, Pa. An unknown boy, about five years old, attempting to jump on empty passenger train in motion, missed his hold and fell on track. A car passed over one of his feet, badly smashing his toes.

September 1. Sewickly, Pa. Samuel Bartholomew, brakeman, had leg crushed by falling from a freight train on to track while setting a brake. One car passed over his leg, necessitating amputation of the same. His falling was caused by brake wheel coming off.

September 3. Near Malvern, O. Passenger train struck John Reed, who was sitting alongside of track, drunk. Not seriously injured.

September 15. Near Bayard, O. William Hunter, brakeman, was thrown from a car by freight train breaking through a bridge, and had a bone broken in left wrist and was otherwise bruised. George Rees, brakeman, was thrown down between two cars, by same accident, and considerably bruised.

September 17. Near Industry, Pa. Passenger train was thrown from the track by striking three cows and one getting wedged under pilot of engine. Broke a collar bone of a Miss Reilly. A Mr. Lergal was cut on the head and had one leg considerably bruised. Wm. Rennick had an arm disjointed and was otherwise bruised. Several others were more or less bruised, but none seriously.

October 9. Near Salineville, O. Freight train struck a man

named Boyle and cut him badly about the head. Boyle was on track, drunk, and was struck at night time.

October 15. Allegheny city, Pa. A small boy, named Myers, attempted to jump on empty passenger train in motion, and fell on track. Cars passed over both of his feet, crushing them badly.

October 28. Newburg, O. Isaac Smith stood close to track waiting for a train to pass, so that he could cross over, and stumbled against the cars. Was knocked down, and hind car of train run over his arm and shoulder, causing death shortly after. Smith was drunk.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
J. N. M'Cullough.....	Pittsburg, Pa.
A. Stone, Jr.....	Cleveland, O.
S. Witt.....	Cleveland, O.
J. H. Wade	Cleveland, O.
T. P. Handy.....	Cleveland, O.
J. H. Devereux.....	Cleveland, O.
J. H. Banker.....	New York city.
John Steward.....	New York city.
H. C. Stimson	New York city.
Thos. Slocomb.....	New York city.
B. F. Jones.....	Pittsburg, Pa.
J. W. Chalfant.....	Pittsburg, Pa.
J. N. M'Cullough, President.....	Pittsburg, Pa.
Geo. A. Ingersoll, Secretary and Treasurer	Cleveland, O.
Wm. Stewart, Superintendent.....	Pittsburg, Pa.

(No. 17.)

COLUMBIA AND PORT DEPOSIT.

STATE OF PENNSYLVANIA, }
Lancaster County, } ss:

Personally appeared C. S. Kauffman, president, and A. J. Kauffman, treasurer, of the Columbia and Port Deposit railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) C. S. KAUFFMAN, *President.*
A. J. KAUFFMAN, *Treasurer.*

Sworn and subscribed before me, this }
30th day of November, 1868. }

JNO. W. HOUSTON, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	Unlimited.
Amount of stock subscribed	\$220,000 00
Total amount now paid in of capital stock	203,172 11
The amount now of floating debt	83,000 00
Total amount now of floating and funded debt....	83,000 00
Number of shares of stock issued	4,129
Par value of each share	\$50 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction, about	<u>\$150,000 00</u>	<u>\$150,000 00</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Columbia to Port Deposit	39 miles.
Length of road laid	4 miles.
Gauge of road	4 ft. 8½ inches.

Weight of rail per yard on main track	56 pounds.
Number of engine houses and shops	None.
Number of engines	None.
Number of first class passenger cars, (rated as eight wheel cars,)	None.
Number of baggage, mail and express cars, (rated as eight wheel cars,)	None.
Number of freight and coal cars, (rated as eight wheel cars,)	None.
Number of iron bridges	None.
Value of real estate held by the company, exclusive of road way, about	\$10,000 00
How is track laid, and on what foundation? Stone ballast.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	None.
Number of miles run by freight trains	None.
Number of miles run by coal trains	None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
H. J. Lombaert	Philadelphia, Pa.
William J. Howard	Philadelphia, Pa.
Edmund Smith	Philadelphia, Pa.
G. C. Franciscus	Philadelphia, Pa.
Wistar Morris	Philadelphia, Pa.
Josiah Bacon	Philadelphia, Pa.
Thomas A. Scott	Philadelphia, Pa.
J. D. Cameron	Harrisburg, Pa.
P. Gossler	Columbia, Pa.
Maris Hoopes	Colemanville, Pa.
George Small	Baltimore, Md.
Jacob Tome	Port Deposit, Md.
C. S. Kauffman, President	Columbia, Pa.
George F. Brenneman, Secretary	Lancaster, Pa.
A. J. Kauffman, Treasurer	Columbia, Pa.
George B. Roberts, Chief Engineer	Philadelphia, Pa.

(No. 18.)

CONNECTING.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared J. Edgar Thomson, president, and Edmund Smith, treasurer, of the Connecting railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) J. EDGAR THOMSON, *President.*
 EDMUND SMITH, *Treasurer.*

Sworn, affirmed and subscribed before }
 me, this 9th day of December, 1868. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$1,800,000 00
Amount of stock subscribed	100,000 00
Amount paid in as by last report	100,000 00
Total amount now paid in of capital stock	100,000 00
Funded debt, as per last report	1,000,000 00
Total amount now of funded debt	1,000,000 00
Floating debt, as by last report	900,035 13
The amount now of floating debt	1,178,300 00
Total amount now of floating and funded debt ...	2,078,300 00
Rate per cent. per annum of interest on funded debt	6 per cent.
Date and rate per cent. per annum of dividend or dividends	None.
Number of shares of stock	2,000
Par value of each share	\$50 00
Amount of capital on which the respective divi- dends were declared	None.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$2,000,035 13	\$2,178,300 00

The road is leased and operated by the Philadelphia and Trenton railroad company.

CHARACTERISTICS OF ROAD.

Length of main line of road, from eastern connection Pennsylvania railroad to connection with Philadelphia and Trenton railroad.....	$6\frac{781}{1000}$ miles.
Length of road laid.....	$6\frac{781}{1000}$ "
Length of double track of road	$6\frac{781}{1000}$ "
Length of sidings.....	$2\frac{753}{1000}$ "
Gauge of road.....	4 feet $9\frac{1}{2}$ in.
Weight of rail per yard on main track.....	67 pounds.
Number of iron bridges, (total length in feet, 789,)	7
Number of stone bridges, (total length in feet, 215,)	2
Number of railroads crossed: Six steam and three horse railways.	
Number of wood and water stations on main road,	1
Value of real estate held by the company, exclusive of road way.....	\$215,000 00

How is track laid, and on what foundation? Thomson splice; gravel ballast.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Wistar Morris.....	Philadelphia, Pa.
Josiah Bacon.....	Philadelphia, Pa.
Thomas A. Scott.....	Philadelphia, Pa.
Joseph B. Myers.....	Philadelphia, Pa.
Herman J. Lombaert	Philadelphia, Pa.
Washington Butcher.....	Philadelphia, Pa.
J. Edgar Thomson, President.....	Philadelphia, Pa.
Edmund Smith, Secretary and Treasurer.....	Philadelphia, Pa.

(No. 19.)

CHARTIERS VALLEY.

PENNSYLVANIA RAILROAD COMPANY, }
PRESIDENT'S OFFICE, *Phila., Oct. 26, 1868.* }

J. F. HARTRANFT, ESQ.,

Auditor General, &c. :

SIR:—The Chartiers Valley railway company has been but recently organized. Steps are being taken to obtain subscriptions to their capital stock to enable the company to proceed with the construction of their road.

The old organization, the Chartiers Valley railroad company, ceased to exist after the foreclosure of mortgage on their property.

Very respectfully,

G. B. ROBERTS, *President.*

(No. 20.)

COLEBROOKDALE.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Joseph L. Bailey, president, and Richard Coe, treasurer, of the Colebrookdale railroad company, and in due form of law made affirmation, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) JOSEPH L. BAILEY, *President.*
 RICHARD COE, *Treasurer.*

Affirmed and subscribed before me, }
 this 21st day of November, 1868. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$500,000 00
Amount of stock subscribed	50,000 00
Amount paid in as by last report	None.
Total amount now paid in of capital stock	11,105 00
Funded debt, as per last report	None.
Total amount now of funded debt	59,300 00
Floating debt, as by last report	None.
The amount now of floating debt	900 73
Total amount now of floating and funded debt ...	60,200 73
Rate per cent. per annum of interest on funded debt,	6 per cent.
Date and rate per cent. per annum of dividend or dividends	None.
Number of shares of stock	1,000
Par value of each share	\$50 00
Amount of capital on which the respective divi- dends were declared	<u>None declared.</u>

COST OF ROAD AND EQUIPMENT.

	By present report.
Construction	54,601 54
Equipment	<u>None.</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Pottstown to Boyerstown	— miles.
Length of road in process of construction	<u>13 miles.</u>

The road is not yet open for business.

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders	\$11,105 00
From sale of bonds	59,300 00
From other sources	15 00
Total	<u>70,420 00</u>

Summary of payments:

For construction and equipment	\$54,601 54
For maintaining and operating the road	None.
For dividends	None.
For interest	None.
For miscellaneous	None.
For surplus funds	None.
For State tax on capital stock and tonnage	None.
For United States tax	None.
Total amount of surplus fund	<u>None.</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
P. Y. Brendlinger	New Berlin, Berks county, Pa.
John S. Hilles	Philadelphia.
J. Lowrie Bell	Philadelphia.
David J. Brown	Philadelphia.
W. A. Church	Philadelphia.
Jno. C. Smith	Pottstown, Pa.
Joseph L. Bailey, President	Douglassville, Berks county, Pa.
David J. Brown, Secretary	Philadelphia.
Richard Coe, Treasurer	Philadelphia.
Chas. E. Byers, Chief Engineer	Pottstown.

(No. 21.)

CUMBERLAND VALLEY.

STATE OF PENNSYLVANIA, }
Cumberland County, } ss:

Personally appeared Frederick Watts, president, and E. M. Biddle, treasurer, of the Cumberland Valley railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) FREDERICK WATTS, *President.*
 E. M. BIDDLE, *Treasurer.*

Sworn and subscribed before me, this }
 30th day of November, 1868. }

A. L. SPONSLER, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$2,110,000 00
Amount paid in as by last report.....	1,316,900 00
Total amount now paid in of capital stock.....	1,316,900 00
Funded debt, as per last report.....	384,000 00
Total amount now of funded debt.....	352,400 00
Floating debt, as by last report	356,100 00
The amount now of floating debt.....	None.
Total amount now of floating and funded debt....	352,400 00
Rate per cent. per annum of interest on funded debt.....	6 and 8 per ct.
Date and rate per cent. per annum of dividend or dividends: 1st April and 1st October, 8 per cent. per annum.	
Number of shares of stock.....	22,200
Par value of each share.....	\$50 00
Amount of capital on which the respective dividends were declared	1,110,000 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment.....	\$1,691,037 05	\$1,468,237 05
Total cost.....		<u>1,468,237 05</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Hagerstown to Bridgeport, 73 miles, and 5 miles allowed by law for bridge from Bridgeport to Harrisburg.

Length of road laid.....	74 miles.
Length of double track of road	None.
Length of sidings.....	9½ miles.
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track	50 lbs.
Branch roads owned by the company and their length.....	None.
Roads worked or leased by the company.....	None.
Number of engine houses and shops.....	5
Number of engines.....	16
Number of first class passenger cars, (rated as eight wheel cars,)	14
Number of baggage, mail and express cars, (rated as eight wheel cars,)	6
Number of freight cars, (rated as eight wheel cars,)	222
Number of iron bridges, (total length in feet, 864,)	3
Number of wooden bridges, (total length in feet, 4,089,).....	1
Number of stone bridges, (total length in feet,)...	93
Number of railroads crossed	1
Number of stations on main road: 8 regular ticket stations, and 14 way or flag stations.	
Number of wood and water stations on main road,	6
Number of tunnels.....	None.
How is track laid, and on what foundation? 66 miles on stone ballast; 8 miles on longitudinal stone ballast, 2 feet wide and 1 foot deep—clay filling.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	132,598
Number of miles run by freight trains.....	98,462
By construction trains.....	11,086
Number of through passengers for the year on main road.....	281,134
Number of passengers (all classes) carried in cars..	281,134
Gross amount of tonnage for the year (2,000 lbs. per ton,).....	244,480
Average rate of speed adopted by ordinary passen- ger trains, including stops, (miles per hour,)....	22
Average rate of speed adopted by express trains, including stops.....	22
Average rate of speed adopted by freight trains, including stops.....	10
Weight of first class passenger engines: 34,000 and 36,000 lbs.	
Weight of freight engines.....	<u>50,000 lbs.</u>

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

October, 1867.....	23,845	April, 1868.....	24,332½
November, 1867.....	21,094½	May, 1868.....	21,542
December, 1867.....	19,914½	June, 1868.....	25,032½
January, 1868.....	21,036½	July, 1868.....	28,388½
February, 1868.....	17,192½	August, 1868.....	30,718
March, 1868.....	21,157½	September, 1868.....	26,880
		Total.....	<u>281,134</u>

The amount of freight, specifying the quantity in tons:

Anthracite and bituminous coal,	75,741	Agricultural products.....	33,894
Petroleum and other oils.....	526	Merchandize.....	35,895
Pig iron, railroad iron, and other iron or castings.....	14,749	Manufactures.....	20,802
Iron and other ores.....	12,451	Live stock.....	10,809
Lime, limestone and sandstone,	3,758	Lumber.....	21,892
		Other articles.....	13,963
		Total.....	<u>244,480</u>

The rate of fare for passengers charged for the respective classes, per mile, as follows:

For first class through passengers, about.....	3 cents.
For first class way passengers, about	3 cents.
For second class through passengers: Have no second class.	

EXPENSES.

Motive power account:

Fuel for engines, oil and waste, engineers and firemen, repairs of shops, repairs and furniture of locomotive engines, switchmen, repairs of tools and machinery, repairs of and expenses of water stations, and materials for use in shops.....	\$105,638 48
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Maintenance of cars account:

Repairs of car houses, freight and baggage, and passenger cars.....	11,907 02
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Maintenance of way account:

Repairs of bridges, culverts, track, foremen's houses, road and hand cars, switches, frogs, telegraph tools, watchmen, bridges, cross-ties and incidentals	69,642 00
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Conducting transportation account:

Advertising, agents, baggage masters and brakemen, cleaning and inspecting cars, car furniture and fixtures, conductors, dispatchers and flagmen, drawbacks, overcharges and car service, fuel for cars, damages, law expenses and gratuities, labor, loading and unloading freight, light for cars, light for offices, mail expenses, repairs of stations, and rent and furniture, State and national taxes, incidentals	86,278 39
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Construction and equipment account:

Buildings of all kinds, bridges, new sidings, freight, passengers and baggage, road and hand cars, locomotives, machinery for shops, ballasting road, and real estate purchased	\$107,649 05
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General expense account:

Advertising, printing, clerks, management, office expenses, stationery and blanks, salaries of president, treasurer and superintendent.....	11,392 32
Total.....	<u>392,417 26</u>

RECEIPTS.

Months.	Passeng'rs.	Freight & express.	Mail.	Miscellaneous.	Total.
November, 1867.....	\$33,300 19	\$41,334 22	\$525 00	.....	\$75,159 41
December, 1867.....	14,379 88	27,272 13	525 00	.....	42,177 01
January, 1868.....	14,183 03	33,443 27	525 00	.....	48,151 30
February, 1868.....	11,489 66	31,539 59	525 00	.....	43,554 25
March, 1868.....	14,021 35	31,336 18	525 00	.....	45,882 53
April, 1868.....	15,157 20	26,202 83	525 00	.....	41,885 03
May, 1868.....	14,078 40	24,502 65	525 00	.....	39,106 05
June, 1868.....	16,769 14	26,333 03	525 00	.....	43 627 17
July, 1868.....	16,415 88	17,256 28	525 00	.....	34,197 16
August, 1868.....	19,806 75	26,456 62	525 00	.....	46,788 37
September, 1868.....	19,797 64	27,162 82	525 00	.....	47,485 46
October, 1868.....	21,462 35	28,235 18	525 00	.....	50,222 53
Total.....				\$12,551 15	570,787 42

Of the above, the sum of \$29,622 69 was for military transportation of previous years.

Summary of payments:

For maintaining and operating the road.....	\$392,417 26
For dividends.....	87,277 00
For interest.....	25,332 50
For State tax on capital stock and tonnage.....	15,625 14
United States tax.....	20,856 06
Total amount of surplus fund.....	<u>\$290,741 10</u>

Cost of transportation:

What express companies run on your road, and on what terms?
 Adams express, at a charge of \$4,590 for last year.

NAMES AND RESIDENCE OF OFFICERS.

Names.	Post office address.
Frederick Watts.....	Carlisle, Pa.
Thomas A. Biddle	Philadelphia, Pa.
Thomas A. Scott.....	Philadelphia, Pa.
Washington Butcher.....	Philadelphia, Pa.
Wistar Morris.....	Philadelphia, Pa.
Josiah Bacon.....	Philadelphia, Pa.
H. J. Lombaert.....	Philadelphia, Pa.
Daniel O. Gehr.....	Chambersburg, Pa.
Thomas B. Kennedy.....	Chambersburg, Pa.
Edmund Smith.....	Philadelphia, Pa.
J. Edgar Thomson.....	Philadelphia, Pa.
Frederick Watts, President.....	Carlisle, Pa.
Edward M. Biddle, Secretary and Treasurer.....	Carlisle, Pa.
O. N. Lull, Superintendent.....	Chambersburg, Pa.

(No. 22.)

DELAWARE AND HUDSON CANAL.

STATE OF NEW YORK, }
New York County, } ss:

Personally appeared Thomas Dickson, vice president, and Isaac N. Seymour, treasurer, of the Delaware and Hudson canal company's railroad, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) THOS. DICKSON, *Vice President.*
 I. N. SEYMOUR, *Treasurer.*

Sworn and subscribed before me, this }
 17th day of December, 1868. }

D. A. BOKEE, *Commissioner.*

STOCK AND DEBT.

None of these items specially applicable to the railroad account, but applied generally to the canal and railroad accounts of the company.

COST OF ROAD AND EQUIPMENT.

	By present report.
Construction	\$1,885,577 79
Equipment.....	502,000 02
Total cost	<u>2,387,577 81</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Scranton to Honesdale	32 miles.
Length of road laid, including light and loaded tracks	72 "
Length of double track of road	26 "
Length of sidings, about.....	26 "
Gauge of road.....	4 feet 3 in.

Weight of rail per yard on main track.....	40 pounds.
Branch roads owned by the company, and their length.....	None.
Roads worked or leased by the company, viz: Baltimore coal and Union railroad company's road, from Green Ridge to Union Junction, 17 miles.	
Number of engine houses and shops: Two engine houses and three shops.	
Number of engines: Ten locomotives and 30 stationary engines.	
Number of first class passenger cars, rated as eight wheel cars, (average cost of each, (\$1,500,)).....	7
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each, \$1,000,).....	3
Number of freight cars, rated as eight wheel cars, (average cost of each, \$400,).....	167
Number of coal cars, rated as eight wheel cars, (average cost of each, \$225,).....	3,150
Number of iron bridges.....	None.
Number of wooden bridges, (total length in feet, 920,).....	16
Number of stone bridges.....	None.
Number of railroads crossed.....	None.
Number of stations on main road.....	8
Number of wood and water stations on main road,	3
Number of tunnels.....	None.
How is track laid, and on what foundation? Wooden ties, earth and gravel foundation.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	21,216
Number of miles run by freight trains.....	19,968
Number of miles run by coal trains: Our coal is moved on inclined planes, and not in trains; our tonnage is moved an average distance of, say 26 miles.	
Number of through passengers for the year on main road.....	19,993

Number of passengers (all classes) carried in cars,	66,957
Number of tons of 2,000 lbs. of through freight for the year on main road.....	15,147
Gross amount of tonnage for the year, (2,000 lbs. per ton:) Say 1,650,147, including coal.	
Average rate of speed adopted by ordinary passen- ger trains, including stops, (miles per hour,)	16
Average rate of speed adopted by freight trains, in- cluding stops, (miles per hour,).....	10
Weight of first class passenger engines.....	23 tons.
Weight of freight engines.....	28 "

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1867	5,900	June, 1868.....	5,019
December, 1867.....	5,846	July, 1868	6,549
January, 1868.....	4,817	August, 1868.....	5,961
February, 1868.....	4,650	September, 1868.....	5,922
March, 1868.....	5,912	October, 1868.....	6,166
April, 1868.....	5,589		
May, 1868.....	4,625	Total	66,957

The amount of freight, specifying the quantity in tons:

Anthracite coal, (partly estimated,).....	1,635,000
Other articles	15,147
Total.....	1,650,147

The rate of fare for passengers charged for the respective classes, per mile, as follows:

For first class through passengers.....	3½ cents.
For first class way passengers.....	3½ "

The rate per ton (of 2,000 pounds) per mile charged for freight:

For through freight, about.....	3 cents.
For through coal.....	2 "
For local freight.....	4 "

EXPENSES.

Maintaining the road or real estate of the corporation	\$86,922 53
Repairs of machinery	279,995 36
Operating the road	<u>216,355 39</u>

RECEIPTS.

From passengers	\$18,433 80
From freight	<u>12,015 98</u>

Summary of payments :

None of these items specially applicable to the railroad accounts, but applied generally to the canal and railroad accounts of the company.

Cost of transportation :

Cost per passenger per mile, proximate average...	Cannot say.
Cost per ton freight per mile, proximate average, about.....	2 cents.
What express companies run on your road, and on what terms? Hope express company.	<u> </u>

ACCIDENTS.

	Killed.	Injured.
Passengers.....	0	0
Employees	5	3
Others.....	2	1
Total.....	<u>7</u>	<u>4</u>

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows :

1868.

February 6. John Daly, laborer on track, run over and killed on plane 26, while shoveling snow.

February 27. Frank Kiddy, leg broken attempting to jump on coal cars while under motion.

April —. C. A. Carpenter, run over by cars on plane 24, and killed.

April 24. Michael Skill, laborer on track, killed at foot plane 1; run over by cars.

June 11. John Campbell, brakeman, killed in an attempt to jump upon passenger train while in motion.

August 22. Scott Coyne, laborer on track, run over by cars and foot smashed.

August 27. John Bonner, watchman, run over by cars and killed.

August 27. Pat. Carney, laborer, fell from cars and had his leg broken.

September 18. Richard Mazel, boy, nine years old, while playing on plane 1, was run over by cars and killed.

September 19. Roger Sharkey, boatman, killed at plane 16, attempting to get on coal cars while in motion.

October 22. Pat. Kane lost his leg; run over by cars on light track while looking at a train passing down loaded track.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Charles N. Talbot.....	New York city.
Edward J. Woolsey.....	Astoria, L. I.
Geo. Talbot Olyphant.....	New York city.
Abiel A. Low.....	New York city.
Robert L. Kennedy.....	New York city.
James M. Halsted.....	New York city.
Le Grand B. Cannon.....	New York city.
James R. Taylor.....	New York city.
Thomas Dickson.....	Scranton, Pa.
O. DeF. Grant.....	New York city.
John Jacob Astor.....	New York city.
Thomas Cornell.....	Rondout, N. Y.
W. J. Hoppin.....	New York city.
Geo. Talbot Olyphant, President.....	New York city.
Richard H. Nodyne, Secretary.....	New York city.
Isaac N. Seymour, Treasurer.....	New York city.
R. Manville, Superintendent.....	Carbondale, Pa.

(No. 23.)

DELAWARE, LACKAWANNA AND WESTERN.

STATE OF PENNSYLVANIA, }
 County, } ss:

Personally appeared Samuel Sloan, president, and A. J. Odell, treasurer, of the Delaware, Lackawanna and Western railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) SAM. SLOAN, *President.*
 A. J. ODELL, *Treasurer.*

Sworn and subscribed before me, this }
 5th day of January, 1869. }
 JOHN VINCENT, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law: Sufficient to complete road, &c., as originally intended	
Amount paid in as by last report	\$13,386,020 00
Total amount now paid in of capital stock.....	14,100,600 00
Funded debt, as per last report.....	3,308,000 00
Total amount now of funded debt.....	3,683,000 00
Floating debt, as by last report	708,205 31
The amount now of floating debt.....	1,008,161 95
Total amount now of floating and funded debt ...	4,691,161 95
Rate per cent. per annum of interest on funded debt.	7 per cent.
Date and rate per cent. of dividend or dividends:	
January 15, 5 per cent. on full, and \$1 56¼ per share, on scrip; July 20, 5 per cent. on full, and \$2 08½ per share, on scrip.	
Number of shares of stock	282,012
Par value of each share.....	\$50 00

Amount of capital on which the respective dividends were declared: Jan., full, 225,772 shares; scrip, 56,240 shares. July, full, 225,772 shares; scrip, 56,240 shares.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$9,616,641 51	\$11,021,258 62
Equipment.....	3,267,764 28	2,967,617 35
Total cost.....	<u>12,884,405 79</u>	<u>13,988,875 97</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Great Bend to the Delaware river.....	113 miles.
Length of road laid.....	113 "
Length of double track of road.....	60 "
Length of sidings.....	42 "
Gauge of road.....	6 feet.
Weight of rail per yard on main track.....	65 pounds.
Branch roads owned by the company and their length, viz:.....	None.
Roads worked or leased by the company, viz: None within the State.	
Number of engine houses and shops: 4 engine houses and 4 shops.	
Number of engines.....	98
Number of first class passenger cars, rated as eight wheel cars, (average cost of each, \$3,000,).....	15
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each, \$1,600,).....	8
Number of freight cars, rated as eight wheel cars, (average cost of each, \$700,).....	748
Number of coal cars, rated as eight wheel cars, (average cost of each, \$250,).....	5,972
Number of iron bridges, (total length in feet,)....	None.
Number of wooden bridges, (total length in feet, 2,960,).....	13

Number of stone bridges, (total length in feet, 280,)	5
Number of railroads crossed.....	1
Number of stations on main road	20
Number of wood and water stations on main road: 12 wood and 16 water.	
Number of tunnels, (length of each, 2,280 feet, 560 feet, and 700 feet).....	3
How is track laid and on what foundation? 100 miles ballasted, remainder on natural earth.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	148,756
Number of miles run by freight trains.....	217,330
Number of miles run by coal trains	1,688,871
Number of through passengers for the year on main road.....	3,763
Number of passengers (all classes) carried in cars,	191,888
Number of tons of 2,000 lbs. of through freight for the year on main road.....	10,160
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	2,128,512
Average rate of speed adopted by ordinary passen- ger trains, including stops, (miles per hour,)	20
Average rate of speed adopted by express trains, including stops	22
Average rate of speed adopted by freight trains, including stops	8
Weight of first class passenger engines.....	65,700 pounds.
Weight of freight engines	78,800 "

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1867.....	15,494	June, 1868.....	16,240
December, 1867.....	13,937	July, 1868.....	19,005
January, 1868.....	11,908	August, 1868.....	22,378
February, 1868.....	10,644	September, 1868.....	21,453
March, 1868.....	12,987	October, 1868.....	18,242
April, 1868.....	15,225		
May, 1868.....	14,375	Total.....	191,888

The amount of freight, specifying the quantity in tons:

Anthracite coal.....	1,772,414	Merchandise	22,184
Bituminous coal.....	112	Manufactures.....	12,168
Pig iron.....	3,486	Live stock.....	5,944
Railroad iron.....	55,890	Lumber	95,042
Other iron or castings	2,128	Other articles.....	5,204
Iron and other ores	82,619		
Lime and limestone.....	31,019	Total	2,128,512
Agricultural products.....	40,302		

The rate of fare for passengers charged for the respective classes, per mile, as follows:

For first class through passengers, (including tax,)	$3\frac{3}{10}$ cents.
For first class way passengers, (including tax,)....	$3\frac{6}{10}$ “
For second class through passengers.....	None.
For second class way passengers.....	None.

The rate per ton (of 2,000 lbs.) per mile charged for freight:

Rates varied from time to time, as circumstances require.

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Pass. transportation.	Freight transportation.
Repairs or maintenance of way, including buildings.....	\$466,518 22	\$31,101 21	\$435,417 01
Taxes on real estate.....	11,442 25	745 87	10,696 38
Total.....	477,960 47	31,847 08	446,113 39
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$260,525 44	\$18,212 63	\$142,312 81
Repairs of passenger and baggage cars.....	33,220 51	33,220 51	
Repairs of freight cars.....	407,213 69		407,213 69
Repairs of tools and machinery in shops.....	4,354 75	435 47	3,919 28
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	4,795 50	479 55	4,315 95
Total.....	710,109 89	52,348 16	557,761 73
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$28,030 75	\$1,868 72	\$26,162 03
Agents and clerks.....	20,831 27	1,388 75	19,442 52
Labor—loading and unloading freight.....	8,482 12		8,482 12
Porters, watchmen and switch tenders.....	7,467 32	500 00	6,967 32
Wood and water station attendance.....	6,758 45	450 56	6,307 89
Conductors, baggage masters and brakemen.....	133,169 36	9,980 85	123,188 51
Engineers and firemen.....	141,343 20	12,448 61	128,894 59
Fuel, and cost of preparing for use.....	299,617 51	9,473 30	290,144 21
Oil and waste for engines and tenders, passenger, baggage, freight and coal cars.....	75,387 05	3,103 56	72,283 49
Loss and damage of goods and baggage.....	15,956 41		15,956 41
Damage for injury of persons.....	600 00	600 00	
Damage to property, including damage by fire and cattle killed on road.....	2,267 08	151 14	2,115 94
General superintendence.....	4,341 66	300 00	4,041 66
Contingencies.....	16,136 61	1,075 78	15,060 83
Total.....	760,388 79	41,341 27	719,047 52

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders	\$714,580 00
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Receipts:

From passengers.....	\$249,185 46
From freight.....	3,414,643 48
From mail and express	49,626 24
From use of cars.....	20,392 44
Miscellaneous	9,259 38
Total.....	<u>3,743,107 00</u>

Summary of payments:

For construction and equipment.....	\$1,104,470 18
For maintaining and operating the road.....	1,948,459 15
For dividends.....	1,333,656 19
For interest.....	443,117 99
For State tax on capital stock and tonnage.....	66,835 62
For United States tax.....	22,622 69
Total.....	<u>4,919,161 82</u>

Cost of transportation:

Cost per passenger per mile, proximate average...	Cannot tell.
Cost per ton freight per mile, proximate average..	<u>Cannot tell.</u>

What express companies run on your road, and on what terms?
 Adams express company; \$100 per day; between New Hampton Junction, New Jersey, and Great Bend, Pennsylvania.

What transportation or freight companies run on your road, and on what terms? None.

ACCIDENTS.

	Killed.	Injured.
Employees	6	9
Others.....	3	0
Total	<u>9</u>	<u>9</u>

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows :

1867.

October 26. D. S. Hall, a brakeman, had his feet crushed between the bumpers of engine and cars while in the act of coupling them.

October 29. Francis Millard, a lad twelve years old, while trying to jump on a mine train slipped under the cars, and had both legs cut off. Died soon after.

November 12. James Irvine, laborer on gravel train, was killed at Ransbury's bridge, train running off the track, caused by misplaced switch.

John Sullivan, laborer on same train, also had leg broken at same time.

November 22. John Flock, a brakeman on freight train, was thrown off car by bridge at Clark's Summit, and badly injured. Recovered.

December 18. ——— M'Hugh, a boy, trying to jump on coal train, number six, while in motion, fell between the cars and was killed.

1868.

January 10. Patrick Murphy, engineer, was instantly killed by the explosion of an engine in Scranton yard.

March 4. Orlando Taylor, engineer, and John Powell, fireman, were both slightly injured by engine "Moses Taylor" running off the track, caused by deep snow.

May 4. Cornelius Sweeney, bridge watchman at Changewater, found dead. Supposed to have been killed by a passing train.

June 28. James Mains, conductor on coal train, killed near Henryville. In going up the mountain, part of the train became detached, and in running back collided with the extra, he being asleep in the caboose.

September 25. Thomas Lawless, section foreman, killed at Tobyhanna by being run over by a coal train.

September 28. Michael Layden, six years old, had his foot crushed at Clark's Summit in trying to jump on a train while in motion. Died next day.

October 1. Gravel train ran over a cow at Leaches, throwing entire train off track, killing Michael Killary, and wounding Martin Lanning, John Rooney, John M'Nally and Barney Smith, all laborers.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Win. E. Dodge.....	New York.
Moses Taylor.....	New York.
Geo. Bulkley.....	Southport, Conn.
John J. Blair.....	Blairstown, N. J.
R. R. Graves.....	New York.
Lowell Holbrook.....	New York.
John C. Phelps.....	Wilkesbarre, Pa.
S. B. Chittenden.....	New York.
John Brisbin.....	Scranton.
George Bliss.....	New York.
Percy R. Pyne.....	New York.
W. W. Phelps.....	New York.
Jos. H. Scranton.....	Scranton.
James Blair.....	Scranton.
Samuel Sloan, President.....	26 Exchange Place, N. Y.
Charles E. Carryl, Secretary.....	26 Exchange Place, N. Y.
A. J. Odell, Treasurer.....	26 Exchange Place, N. Y.
W. F. Hallshead, Assistant Superintendent....	Scranton, Penna.

(No. 24.)

EAST BRANDYWINE AND WAYNESBURG.

STATE OF PENNSYLVANIA, }
Chester County, } ss:

Personally appeared John Cornog, president, and John G. Lewis, treasurer, of the East Brandywine and Waynesburg railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) JOHN CORNOG, *President.*

JOHN G. LEWIS, *Treasurer.*

Sworn and subscribed before me, this }
 19th day of December, 1868. }

WM. MORTON, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$285,000 00
Amount of stock subscribed	91,150 00
Amount paid in as by last report	89,800 00
Total amount now paid in of capital stock	89,800 00
Funded debt, as per last report	168,000 00
Total amount now of funded debt	168,000 00
Floating debt, as by last report	2,000 00
The amount now of floating debt	2,000 00
Total amount now of floating and funded debt ...	170,000 00
Rate per cent. per annum of interest on funded debt,	7 per cent.
Date and rate per cent. per annum of dividend or dividends	None.
Number of shares of stock	1,823
Par value of each share	\$50 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$259,000 00	\$259,000 00

Equipment by Pennsylvania railroad company.

CHARACTERISTICS OF ROAD

Length of main line of road, from Waynesburg to Downingtown	17½ miles.
Length of road laid	17½ miles.
Length of sidings	1,800 feet.
Gauge of road	4 feet 8½ in.
Weight of rail per yard on main track	45 and 55 lbs.
Number of engine houses and shops: One engine house.	
Number of wooden bridges	6
Number of stations on main road	8
Number of wood and water stations on main road,	2
Value of real estate held by the company, exclusive of road way	\$2,500 00
How is track laid and on what foundation? Wooden ties, six by eight inches, and six inch stone ballast.	

The East Brandywine and Waynesburg railroad is leased to the Pennsylvania railroad company, by whom all repairs are made, and to whom we respectfully refer for particulars.

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders, common	\$89,800 00
From sale of bonds	140,000 00
From other sources, preferred stock	35,000 00
Total	<u>264,800 00</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
James M'Clune.....	Philadelphia.
Samuel Jones.....	Rockville.
L. F. Roberts	Loags.
William Morton	Honeybrook.
William P. Buchanan	Honeybrook.
David Shelmire.....	Downingtwn.
Joseph M. M'Clure.....	Downingtwn.
Joseph C. Davis.....	Honeybrook.
John S. Parker.....	Wallace.
Thomas Millard.	Loags.
Samuel H. M'Connell.....	Honeybrook.
William D. Smith.....	Loags.
John Cornog, President.....	Wallace P. O.
Thomas Millard, Secretary.....	Loags P. O.
John G. Lewis, Treasurer.....	Honeybrook

(No. 25.)

EAST MAHANOEY.

STATE OF PENNSYLVANIA, }
 _____ County, } ss:

Personally appeared Charles E. Smith, president, and Richard Coe, treasurer, of the East Mahanoy railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) CHARLES E. SMITH, *President*.
 RICHARD COE, *Treasurer*.

Sworn and subscribed before me, this }
 15th day of December, 1868. }

W. W. DOUGHERTY, *Alderman*.

STOCK AND DEBT.

Capital stock as authorized by law	\$500,000 00
Amount of stock subscribed.....	392,550 00
Amount paid in as by last report.....	392,550 00
Total amount now paid in of capital stock	392,550 00
Funded debt, as per last report.....	None.
Total amount now of funded debt.....	None.
Floating debt, as by last report	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt....	None.
Date and rate per cent. per annum of dividend or dividends: In January and July, each	3 per cent.
Number of shares of stock.....	7,851
Par value of each share	\$50 00
Amount of capital on which the respective divi- dends were declared.....	392,550 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$391,603 93	\$391,603 93

Equipped by the Philadelphia and Reading railroad company, lessees.

CHARACTERISTICS OF ROAD.

Length of main line of road, from East Mahanoy Junction to Waste House run.....	$7\frac{54}{100}$ miles.
Length of road laid.....	$7\frac{54}{100}$ "
Length of sidings: Belonging to the company, 1.07 miles; belonging to sub-lessees, 1.98 miles; total.....	$3\frac{50}{100}$ miles.
Gauge of road.....	4 ft. $8\frac{1}{2}$ inches.
Weight of rail per yard on main track.....	60 pounds.
Number of railroads crossed.....	1
Number of stations on main road.....	1
Number of wood and water stations on main road.....	1
Number of tunnels, (length of each, 3,500 feet,)...	1
How is track laid and on what foundation? Gravel bed, coal dirt ballast.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Will be returned by Philadelphia and Reading railroad company, lessees.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
H. Pratt M'Kean.....	Philadelphia, Pa.
A. E. Borie.....	Philadelphia, Pa.
R. B. Cabeen.....	Philadelphia, Pa.
J. B. Lippincott.....	Philadelphia, Pa.
John Ashhurst.....	Philadelphia, Pa.
Stephen Colwell.....	Philadelphia, Pa.
Chas. E. Smith, President.....	Philadelphia, Pa.
Albert Foster, Secretary.....	Philadelphia, Pa.
Richard Coe, Treasurer.....	Philadelphia, Pa.
G. A. Nicolls, General Superintendent.....	Reading, Pa.

(No. 26.)

EAST PENNSYLVANIA.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Charles E. Smith, president, and Henry C. Jones, treasurer, of the East Pennsylvania railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) CHARLES E. SMITH, *President.*

HENRY C. JONES, *Treasurer.*

Sworn and subscribed before me, this }
 2d day of January, 1869. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$700,000 00
Amount of stock subscribed.....	654,600 00
Amount paid in as by last report.....	654,600 00
Total amount now paid in of capital stock.....	654,600 00
Funded debt, as per last report.....	574,900 00
Total amount now of funded debt.....	506,900 00
Floating debt, as by last report.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt....	506,900 00
Rate per cent. per annum of interest on funded debt,	7 per cent.
Date and rate per cent. per annum of dividend or dividends	None.
Number of shares of stock.....	13,092
Par value of each share.....	\$50 00
Amount of capital on which the respective divi- dends were declared	None.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$1,551,538 72	\$1,589,847 46
Equipment.....	310,125 66	323,003 14
Total cost.....	<u>1,861,664 38</u>	<u>1,912,850 60</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Reading to Allentown	36 miles.
Length of road laid.....	36 "
Length of double track of road.....	None.
Length of sidings	9.8 miles.
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track: 52, 57, 60 and 64 lbs.	
Branch roads owned by the company and their length, viz:	None.
Roads worked or leased by the company.....	None.
Number of engine houses and shops: 2 engine houses, 1 shop.	
Number of engines	14
Number of first class passenger cars, rated as eight wheel cars, (average cost of each, \$3,300,).....	8
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each, \$1,825,)	5
Number of freight cars, rated as eight wheel cars, (average cost of each, \$600,).....	125
Number of coal cars, (rated as eight wheel cars,) ..	None.
Number of iron bridges, (total length in feet, 19,) ..	1
Number of wooden bridges, (total length in feet, 80,) ..	2
Number of stone bridges, (total length in feet, 275,) ..	14
Number of railroads crossed	None.
Number of stations on main road	13
Number of water stations on main road.....	5
Number of tunnels.....	None.
How is track laid, and on what foundation? Broken stone, sand and gravel ballast; 8 feet ties.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	131,264
Number of miles run by freight trains.....	113,616
Number of miles run by coal trains: Included in freight trains.	
Number of through passengers for the year on main road.	144,109
Number of passengers (all classes) carried in cars,	293,720
Number of tons of 2,000 lbs. of through freight for the year on main road.	272,697
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	481,273
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)....	21½
Average rate of speed adopted by express trains, including stops.....	29
Average rate of speed adopted by freight trains, including stops.....	9
Weight of first class passenger engines.....	25 tons.
Weight of freight engines.....	30 “

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

December, 1867.....	18,323	July, 1868.....	30,776
January, 1868.....	15,834	August, 1868.....	24,399
February, 1868.....	14,302	September, 1868.....	32,335
March, 1868.....	19,655	October, 1868.....	30,744
April, 1868.....	24,550	November, 1868.....	27,806
May, 1868.....	25,976		
June, 1868.....	29,020	Total	293,720

The amount of freight, specifying the quantity in tons :

Anthracite coal.....	39,343	Agricultural products.....	5,192
Bituminous coal.....	11,520	Merchandise and manufactures,	85,793
Pig iron, railroad iron, and other iron or castings.....	69,382	Live stock.....	107,079
Iron and other ores.....	149,523	Lumber and slate.....	13,441
		Total	481,273

The rate of fare for passengers charged for the respective classes, per mile, as follows :

For first class through passengers.....	2 $\frac{1}{4}$ cents.
For first class way passengers.....	3 “
For second class through passengers.....	1 $\frac{1}{4}$ “
For second class way passengers.....	None.

The rate per ton (of 2,000 pounds) per mile charged for freight:

For through freight and coal, and local freight and coal	2 $\frac{8}{100}$ cts. av.
-------------------------------------------------------------------	----------------------------

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Pass. Transportation.	Freight Transportation.
Repairs or maintenance of way, including buildings.....	\$101,076 45	.....	.....
Taxes on real estate.....	2,042 65	.....	.....
Total	103,119 10	\$52,590 74	\$50,528 36
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$34,200 53	.....	.....
Repairs of passenger and baggage cars.....	9,434 01	.....	.....
Repairs of freight cars	11,008 02	.....	.....
Repairs of tools and machinery in shops.....	1,858 04	.....	.....
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	9,264 48	.....	.....
Total	65,855 08	\$30,293 34	\$35,561 74
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$5,319 39	.....	.....
Agents, clerks, dispatchers and telegraph operators.....	15,217 59	.....	.....
Labor—loading and unloading freight.....	7,941 19	.....	.....
Porters, watchmen, switch tenders, engine wipers, &c.....	6,498 69	.....	.....
Conductors, baggage masters and brakemen.....	23,858 82	.....	.....
Engineers and firemen.....	18,443 23	.....	.....
Fuel and cost of preparing for use.....	31,718 47	.....	.....
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	5,294 17	.....	.....
Loss and damage of goods and baggage, and drawbacks.....	10,293 16	.....	.....
Use of freight and passenger cars	27,622 90	.....	.....
General superintendence.....	11,476 66	.....	.....
Contingencies, motive power, &c.....	26,193 46	.....	.....
Total	189,877 73	\$74,052 31	115,825 42

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders.....	None.
From sale of bonds.....	None.
From other sources.....	<u>None.</u>

RECEIPTS.

Months.	Passengers.	Freight.	Mail and express.	Miscella- neous.	Total.
December, 1867.....	\$13,238 66	\$24,802 59	\$2,106 76	\$35 94	.....
January, 1868.....	11,506 66	22,109 90	1,955 14	140 68	.....
February, 1868.....	10,540 81	21,990 15	1,592 06	142 00	.....
March, 1868.....	13,720 87	27,808 59	1,537 03	311 26	.....
April, 1868.....	16,881 57	28,899 77	2,036 87	223 39	.....
May, 1868.....	16,955 05	32,255 03	2,235 18	330 04	.....
June, 1868.....	18,146 80	28,333 20	2,103 78	164 09	.....
July, 1868.....	19,580 26	26,215 49	1,831 26	125 34	.....
August, 1868.....	15,137 60	30,778 15	1,661 55	87 50	.....
September, 1868.....	18,956 31	31,367 60	1,775 20	113 90	.....
October, 1868.....	20,133 01	34,724 04	1,737 10	175 83	.....
November, 1868.....	19,640 96	35,505 45	3,242 68	275 13	.....
Total.....	194,438 56	344,789 96	23,814 61	2,125 10	\$565,168 23

Summary of payments:

For construction and equipment.....	\$45,768 12
For maintaining and operating the road.....	358,851 91
For interest.....	37,863 00
For State tax on capital stock and tonnage.....	10,969 55
For United States tax.....	4,313 89
Total	<u>457,766 47</u>

Cost of transportation:

Cost per passenger per mile, proximate average...	$1\frac{9}{100}$ cts.
Cost per ton freight per mile, proximate average..	$1\frac{1}{6}$ cts.

What express companies run on your road, and on what terms?
 "Adams" and "Central" express companies; both charged by
 actual weights carried.

What transportation or freight companies run on your road,
 and on what terms? "Allentown line," at fixed rate per car;
 "Daily line," charged by actual weight carried; "Peipher line,"
 charged by actual weight carried; "Merchants' line," charged by
 actual weight carried.

ACCIDENTS.

	Killed.	Injured.
Employees	1	2
Others.....	2	0
	—	—
Total	3	2
	=	=

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows :

1867.

December 22. P. A. Minnich, brakeman, killed at Alburdis bridge, while standing on top of a freight car.

1868.

February 28. John Keen, (boy,) killed at Rolling Mill crossing, in attempting to get on a train.

June 8. Isaac Delp was instantly killed by passenger train, at Blandon, in attempting to drive cattle from track.

September 7. Daniel Owens, brakeman, lost a leg in attempting to get on a train at Reading.

October 5. William Boone, brakeman, had his arm broken at Reading, standing too near main track, and struck by express train.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address
John S. Richards.....	Reading, Pa.
George D. Stitzel	Reading, Pa.
Joseph L. Stichter.....	Reading, Pa.
David E. Stout.....	Reading, Pa.
H. H. Muhlenberg.....	Reading, Pa.
Franklin B. Gowen.....	Philadelphia, Pa.
R. B. Cabeen.....	Philadelphia, Pa.
A. E. Borie.....	Philadelphia, Pa.
Charles E. Smith, President.....	Philadelphia, Pa.
Henry C. Jones, Secretary and Treasurer.....	Reading, Pa.
G. A. Nicolls, General Superintendent.....	Reading, Pa.

(No. 27.)

ELMIRA AND WILLIAMSPORT.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Thomas Kimber, Jr., president, and Wm. C. Longstreth, treasurer, of the Elmira and Williamsport railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) THOMAS KIMBER, JR., *President.*
 WM. C. LONGSTRETH, *Treasurer.*

Affirmed and subscribed before me, }
 this 16th day of November, 1868. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$1,000,000 00
Amount of stock subscribed	1,000,000 00
Amount paid in as by last report.....	1,000,000 00
Total amount now paid in of capital stock	1,000,000 00
Funded debt, as per last report.....	1,620,000 00
Total amount now of funded debt.....	1,620,000 00
Floating debt, as by last report	None.
The amount now of floating debt.....	None.
Rate per cent. per annum of interest on funded debt:	
7 per cent. on \$1,050,000 00, and 5 per cent. on \$570,000 00.	
Date and rate per cent. per annum of dividend or dividends: 3½ per cent. on \$500,000 preferred stock, January 1, 1868; 3½ per cent. on \$500,000 preferred stock, July 1, 1868; 2½ per cent. on \$500,000 common stock, May 1; 2½ per cent. on \$500,000 common stock, November 1.	
Number of shares of stock: 10,000 preferred and 10,000 common.	

Par value of each share	\$50 00
Amount of capital on which the respective dividends were declared: \$500,000 preferred and \$500,000 common stock.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$2,268,000 00	\$2,268,000 00
Equipment.....	352,000 00	352,000 00
Total cost.....	<u>2,620,000 00</u>	<u>2,620,000 00</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Williamsport, Pa., to Elmira, N. Y	78 miles.
Length of road laid.....	78 "
Length of double track of road	None.
Gauge of road.....	4 ft. 8½ inches.
Weight of rail per yard on main track.....	<u>56 pounds.</u>

This road is leased by the Northern Central railway company, and being operated as a branch of that road, its receipts and payments are included in the report made by that company to the Auditor General.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Ellis Lewis	Philadelphia, Pa.
C. Macalester	Philadelphia, Pa.
Wm. D. Lewis.....	Philadelphia, Pa.
Alex. S. Diven.....	Elmira, N. Y.
Wm. C. Longstreth	Philadelphia, Pa.
Thomas Neilson.....	Philadelphia, Pa.
Thos. Kimber, Jr., President	Philadelphia.
Lewis P. Geiger, Secretary	Philadelphia.
Wm. C. Longstreth, Treasurer.....	Philadelphia.

(No. 28.)

E R I E .

STATE OF NEW YORK, }
 _____ County, } ss:

Jay Gould, president, and Hugh Riddle, acting superintendent of operations of the Erie railway company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information and belief.

(Signed) JAY GOULD,
 HUGH RIDDLE.

Subscribed and sworn to before me, }
 this 12th day of January, 1869. }

MORTIMER SMITH, *Commissioner.*

STOCK AND DEBT.

Amount of stock subscribed.....	\$46,302,210 00
Amount paid in as by last report.....	25,111,210 00
Total amount now paid in of capital stock.....	46,302,210 00
Funded debt, as by last report	22,429,920 00
Total amount now of funded debt.....	23,398,800 00
Floating debt, as by last report	3,524,813 23
The amount now of floating debt, (a).....	4,893,735 81
Total amount now of floating and funded debt ...	28,242,535 81
Average rate per annum of interest on funded debt,	<u>7 per cent.</u>

COST OF ROAD AND EQUIPMENT.

	By last report	By present report.
For graduation and masonry	\$994,950 89	\$1,501,643 11
For telegraph.....	12,326 52	12,326 52
Superstructure, including iron.....	1,425,741 30	2,179,724 20
Passenger and freight stations, buildings and fixtures..	619,522 43	849,536 34
Engine and car houses, machine shops, machinery and fixtures	1,503,513 95	1,580,516 21
Land, land damages and fences.....	135,563 36	335,563 36
Locomotives and fixtures, and snow plows.....	2,668,211 96	2,672,611 96
Passenger and baggage cars.....	667,441 96	694,818 17
Freight and other cars.....	2,077,568 05	2,654,706 77
Pavonia ferry.....	178,200 83	266,210 48
New York and Erie railroad company.....	38,964,728 45	38,964,728 45
Discount on sale coupons, bonds, &c.....		4,774,220 40
Total cost of road and equipment.....	<u>49,247,769 70</u>	<u>56,486,605 97</u>

CHARACTERISTICS OF ROAD.

Length of road.....	459 miles.
Length of road laid	459 "
Length of double track, including sidings	362 "
Length of branches owned by the company, laid..	314 "
Length of double track laid on same.....	37 "
Weight of rail per yard on main track	64 & 70 lbs.
Number of engine houses and shops	40
Number of engines.....	371
Number of first class passenger cars, (rated as eight wheel cars,)	187
Number of second class and emigrant passenger cars, (rated as eight wheel cars,).....	56
Number of baggage, mail and express cars, (rated as eight wheel cars,).....	60
Number of freight cars, (rated as eight wheel cars,)	6,040
Length of main line of road, from Jersey city to Dunkirk	<u>459 miles.</u>

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	2,471,594
Number of miles run by freight trains	4,411,376
Number of passengers (all classes) carried in cars,	2,194,348

Number of miles traveled by passengers, or number of passengers carried one mile.....	124,312,884
Number of tons of 2,000 lbs. of freight carried in cars	3,908,243
Total movement of freight, or number of tons carried one mile.....	595,699,225
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)..	20
Rate of speed of same when in motion.....	26
Average rate of speed adopted by express trains, including stops.....	26
Rate of speed of same when in motion.....	30
Average rate of speed adopted by freight trains, including stops.....	10
Rate of speed of same when in motion.....	14
Average weight in tons of passenger trains, exclusive of passengers and baggage.....	150
Average weight in tons of freight trains, exclusive of freight	220

The amount of freight, specifying the quantity in tons :

Of the products of the forest.....	216, 123	Manufactures	402, 576
Of animals	280, 116	Merchandize	398, 761
Of vegetable food	302, 451	Other articles.....	2, 257, 811
Other agricultural products.....	50, 405		
		Total	3, 908, 243

The rate of fare for passengers charged for the respective classes, per mile, as follows :

For first class through passengers	1.88 cents.
For first class way passengers.....	2.58 “
For second class through passengers.....	2.21 “
For second class way passengers.....	2.68 “
For emigrant through passengers.....	1.26 “
For emigrant way passengers.....	.99 “

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Pass. transportation.	Freight transportation.
Repairs of road-bed and railway, excepting cost of iron, (see law,)*.....	\$1,573,353 37	\$424,805 41	\$1,148,547 96
For depreciation of way.....			
Cost of iron used in repairs.....	1,179,585 00	295,132 17	884,452 83
Alotted to passenger transportation—length in feet, 686,518; weight in lbs., 14,155,290.			
Alotted to freight transportation—length in feet, 1,856,143; weight in lbs., 38,271,710.			
Repairs of buildings.....	265,445 47	66,414 46	199,031 01
Repairs of fences and gates.....	53,590 74	13,408 41	40,182 33
Taxes on real estate.....	231,549 98	57,933 81	173,616 17
Total.....	3,303,524 56	857,694 26	2,445,830 30
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$1,189,015 82	\$323,315 16	\$865,700 66
Depreciation of engines and tenders.....			
Repairs of passenger and baggage cars.....	378,123 83	378,123 83	
Depreciation of passenger and baggage cars.....			
Repairs of freight cars.....	1,067,859 91		1,067,859 91
Depreciation of freight cars.....			
Repairs of tools and machinery in shops.....	110,579 04	29,856 34	80,722 70
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	97,461 69	26,314 66	71,147 03
Total.....	2,843,040 29	757,609 99	2,085,430 30
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$187,371 01	\$46,842 75	\$140,528 26
Agents and clerks.....	715,907 62	176,829 18	539,078 44
Labor—loading and unloading freight.....	472,981 76		472,981 76
Porters, watchmen and switch tenders.....	169,476 00	42,402 90	127,073 10
Wood and water station attendance.....	18,881 66	4,724 19	14,157 47
Conductors, baggage and brakemen.....	693,353 07	235,133 62	458,219 45
Engineemen and firemen.....	719,230 13	236,523 85	482,706 28
Fuel—cost and labor of preparing for use.....	1,278,242 91	458,889 20	819,353 71
Oil and waste for engines and tenders.....	127,254 89	38,505 78	87,749 11
Oil and waste for freight cars.....	25,404 77		25,404 77

EXPENSES—CONTINUED.

OPERATING THE ROAD.	AMOUNT.	ALLOTTED TO	
		Pass. transportation.	Freight transportation.
Oil and waste for passenger and baggage cars.....	\$10,623 51	\$10,623 51	.....
Loss and damage of goods and baggage.....	170,355 84	.....	\$170,355 84
Damage for injuries of persons.....	193,135 37	193,135 37	.....
Damage to property, including damages by fire and cattle killed on road.....	10,386 69	2,593 74	7,772 95
General superintendence.....	116,945 47	29,259 76	87,685 71
Contingencies.....	86,996 77	21,766 59	65,230 18
Total.....	4,996,527 47	1,556,666 86	3,439,860 61

The above statements are to be made without reference to the sums actually received or paid during the year.

* "For repairs of road-bed and railway, excepting cost of iron, which shall be the cost of labor and materials used during the year; also use and cost of engines engaged in ballasting; also the renewal and repairs of gravel and stone cars, and all items of cost connected with keeping the road in order."

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1st. Earnings:

From passengers, (trains,)	\$3,531,503 88
From freight, (freight,)	10,780,975 66
From other sources	64,392 73
Total	<u>14,376,872 27</u>

The above to be stated without reference to the amount actually collected.

2d. Receipts:

From passengers	\$2,744,416 40
From freight	11,425,738 84
“From other sources, specifying what, in detail,” as follows, viz:	
Mails	142,324 30
Storage	855 83
Telegraph	25,948 02
Rents	16,541 63
Pavonia ferry	21,047 25
Total	<u>14,376,872 27</u>

3d. Payments other than for construction:

Transportation expenses	\$11,143,092 32
Hudson river ferry	124,318 90
Operating telegraph	96,428 24
Hire of cars	124,501 65
Internal revenue tax	112,953 29
Loss on Lake Erie steamers	78,898 18
Insurance	35,970 62
	<u>11,716,163 20</u>
Interest on mortgage debt	1,687,267 65
Rent of railroads	703,392 93
Interest	247,376 29
	<u>14,354,200 07</u>

Amount brought forward.....	\$14,354,200 07	
Surplus, October 1, 1867	\$776,637 98	
Less surplus to credit of income ac-		
count, January 1, 1867.....	40,326 01	
	<hr/>	
	736,311 97	
Less dividend on preferred stock as of		
January 7, 1868.....	567,304 85	
Surplus deduct	<hr/>	169,007 12
		<hr/>
		14,185,192 95
Surplus, October 1, 1868.....		191,679 32
		<hr/>
		14,376,872 27
		<hr/>

ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1867.								
October.....			6	3	7		13	3
November.....		2	1	3	4	2	5	7
December.....	1	1	2	1	1	1	4	3
1868.								
January.....			4	6	2	2	6	8
February.....	1	2		6	1		2	8
March.....	1		3	10	2	3	6	13
April.....	26	73		8	2		28	81
May.....		4	1	3	7		8	7
June.....		2	1	8	7	2	8	12
July.....		1	1		3	2	4	3
August.....		1	2	3	9	6	11	10
September.....			2		7	2	9	2
Total.....	29	86	23	51	52	20	104	157

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Jay Gould	New York.
Alexander S. Diven.....	New York.
James Fisk, Jr.....	New York.
Frederick A. Lane	New York.
J. C. B. Davis.....	New York.
Wm. M. Tweed.....	New York.
Peter B. Sweeny.....	New York.
Daniel S. Miller, Jr.....	New York.
Homer Ramsdell	New York.
John Hilton	New York.
George M. Groves	New York.
John Ganson.....	Buffalo.
Charles G. Sisson.....	Jersey City.
O. W. Chapman	Binghamton.
Henry Thompson.....	New York.
William B. Skidmore	New York.
George M. Diven.....	Elmira.
Jay Gould	President.
Jay Gould	Treasurer.
H. N. Otis.....	Secretary.
Hugh Riddle.....	Superintendent.

(No. 29.)

ERIE AND PITTSBURG.

STATE OF PENNSYLVANIA, }
Erie County, } ss:

Personally appeared William L. Scott, president, and D. W. Fitch, treasurer, of the Erie and Pittsburg railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) WM. L. SCOTT, *President.*
D. W. FITCH, *Treasurer.*

Sworn and subscribed before me, this }
5th day of December, 1868. }

E. CAMPHAUSEN, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law, (with power to increase to \$2,500,000,).....	\$1,000,000 00
Amount of stock subscribed.....	967,900 00
Amount paid in as by last report.....	664,300 00
Total amount now paid in of capital stock	967,900 00
Funded debt, as per last report.....	1,270,200 00
Total amount now of funded debt.....	2,459,132 00
Floating debt, as by last report	578,250 92
The amount now of floating debt.....	62,103 32
Total amount now of floating and funded debt....	2,521,235 32
Rate per cent. per annum of interest on funded debt,	7 per cent.
Date and rate per cent. per annum of dividend or dividends: No dividends declared.	
Number of shares of stock	19,358
Par value of each share	\$50 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$1,945,590 63	\$2,094,387 75
Equipment.....	772,407 53	806,184 16
Total cost	<u>2,717,998 16</u>	<u>2,900,571 91</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Girard to New Castle	81 miles.
Length of road laid.....	81 “
Length of double track of road	None.
Length of sidings	14 miles.
Gauge of road	4 ft. 10 in.
Weight of rail per yard on main track.....	56 pounds.
Branch roads owned by the company and their length, viz: Branch of two miles, extending from Lake Shore railway to company's docks, at Erie harbor	
Roads worked or leased by company, viz: By contract with the Lake Shore railway company; 17 miles of their track is used between Erie and Junction.	
Number of engine houses and shops	6
Number of engines	19
Number of first class passenger cars, rated as eight wheel cars, (average cost of each, \$2,000,).....	11
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each, \$1,500,)	3
Number of freight cars, rated as eight wheel cars, (average cost of each, \$800,).....	30
Number of coal cars, rated as eight wheel cars, (average cost of each, \$600,).....	568
Number of iron bridges	None.
Number of wooden bridges, (total length 1,094 feet,)	8
Number of stone bridges	None.
Number of railroads crossed	4
Number of stations on main road	19

Number of wood and water stations on main road,	9
Value of real estate held by the company, exclusive of road way	\$400,000 00
Number of tunnels	None.
How is track laid and on what foundation? Oak cross-ties, and gravel and cinder ballast.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	96,843
Number of miles run by freight trains	275,259
Number of miles run by working trains.....	28,443
Number of through passengers for the year on main road.....	7,501
Number of passengers (all classes) carried in cars,	147,041
Number of tons of 2,000 lbs. of through freight for the year on main road.....	85,560
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	434,005
Average rate of speed adopted by express trains, including stops, (miles per hour,).....	20
Average rate of speed adopted by freight trains, including stops.....	12
Weight of first class passenger engines.....	26 tons.
Weight of freight engines.....	31 "

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1867.....	12,720	June, 1868.....	12,303
December, 1867.....	11,719	July, 1868.....	14,005
January, 1868.....	10,223	August, 1868.....	13,057
February, 1868.....	8,859	September, 1868.....	14,181
March, 1868.....	10,820	October, 1868.....	13,961
April, 1868.....	13,011		
May, 1868.....	12,182	Total	147,041

The amount of freight, specifying the quantity in tons:

Anthracite coal.....	156	Agricultural products.....	5,579
Bituminous coal.....	246,309	Merchandize	33,734
Petroleum	818	Manufactures.....	3,508
Pig iron and blooms.....	39,026	Live stock.....	2,118
Railroad iron.....	3,302	Lumber	17,323
Other iron and nails.....	7,126	Other articles.....	5,051
Iron and ore	68,673		
Glass and glassware.....	945	Total	434,005
Lime and limestone.....	337		

The rate of fare for passengers charged for the respective classes, per mile, as follows:

For first class through passengers.....	$3\frac{8}{10}$ cents.
For first class way passengers.....	4 “

The rate per ton (of 2,000 pounds) per mile charged for freight:

Average charge per ton per mile.....	$2\frac{2}{10}$ cents.
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EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger Transp'n.	Freight Transp'n.
Repairs or maintenance of way, including buildings.....	\$151,388 90	\$45,196 16	\$106,192 74
Taxes on real estate.....	1,399 31	380 65	1,018 66
Total.....	152,788 21	45,576 81	107,211 40
REPAIRS OF MACHINERY.			
Repairs of engines and tenders	\$19,781 18	\$5,934 35	\$13,846 83
Repairs of passenger and baggage cars	8,468 12	8,468 12	
Repairs of freight cars	26,445 14		26,445 14
Repairs of tools and machinery in shops.....	2,709 20	812 76	1,896 44
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	32,900 25	10,397 78	22,502 47
Total.....	90,303 89	25,613 01	64,690 88
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$7,313 54	\$2,552 31	\$4,761 23
Agents and clerks	17,211 81	3,389 00	13,822 81
Labor—loading and unloading freight	17,039 60	1,320 46	15,719 14
Porters, watchmen and switch tenders.....	7,048 35	2,114 51	4,933 84
Wood and water station attendance.....	1,056 26	316 88	739 38
Conductors, baggage masters and brakemen.....	30,869 21	8,497 14	22,372 07
Engineers and firemen.....	23,799 63	5,545 67	18,253 96
Fuel and cost of preparing for use.....	20,325 41	5,897 86	23,427 55
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	7,666 56	2,302 97	5,363 59
Loss and damage of goods and baggage.....	933 07		933 07
Use of freight and passenger cars and engines.....	16,253 99	276 05	15,977 94
Shoveling snow	1,572 49	471 75	1,100 74
Damage for injury of persons	503 25	503 25	
General superintendence.....	16,298 30	4,889 50	11,408 80
Contingencies, United States and State taxes	13,486 39	4,045 91	9,440 48
Less amount paid by Lake Shore railroad	433,469 96	113,313 08	320,156 88
Total.....	41,923 04	12,810 96	29,112 08
	391,546 92	100,502 12	291,044 80

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders.....	\$317,300 00
From sale of bonds	523,715 00
Total.....	<u>841,015 00</u>

RECEIPTS.

Months.	Passengers.	Freight.	Mail, express & use of cars.	Total.
November, 1867.....	\$13, 111 55	\$37, 227 02	\$2, 141 69	\$52, 480 26
December, 1867.....	10, 586 83	23, 191 48	4, 671 51	38, 449 82
January, 1868	8, 701 10	20, 625 63	2, 964 48	32, 291 21
February, 1868.....	7, 400 42	28, 063 29	1, 848 25	37, 311 96
March, 1868.....	8, 617 73	29, 652 62	1, 789 38	40, 059 73
April, 1868.....	10, 830 18	40, 345 29	1, 208 53	52, 384 00
May, 1868.....	10, 693 42	38, 691 02	2, 202 93	51, 587 37
June, 1868.....	11, 089 89	36, 701 41	1, 493 07	49, 284 37
July, 1868.....	9, 807 85	36, 272 54	1, 235 06	47, 315 45
August, 1868.....	14, 017 76	65, 057 66	1, 208 53	80, 283 95
September, 1868.....	12, 028 84	70, 072 18	1, 208 53	83, 309 55
October, 1868.....	11, 105 47	59, 539 64	1, 513 17	72, 158 28
Total	127, 991 04	485, 439 78	23, 485 13	636, 915 95

Summary of payments:

For construction and equipment.....	\$182,573 75
For maintaining and operating the road.....	378,060 53
For dividends	None.
For interest.....	162,101 88
For surplus funds	6,038 10
For State tax on capital stock and tonnage.....	8,999 24
For United States tax.....	4,487 15
Total.....	<u>742,260 65</u>

Cost of transportation:

Cost per passenger per mile, proximate average...	2 cents.
Cost per ton freight per mile, proximate average,	<u><u>1⁴³/₁₀₀ "</u></u>

What express companies run on your road, and on what terms?
The Merchants' Union express company, pay \$30 per day for transportation of express freight and messenger, each way, daily, between Erie and New Castle.

ACCIDENTS.

	Killed.	Injured.
Passengers	None.	None.
Employees	1	5
Others.	1	1
Total	<u>2</u>	<u>6</u>

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows:

1868.

March 30. P. Kane, laborer on gravel train on dock branch, killed by falling on track when trying to jump off the train while in motion; five cars passing over his body.

April 15. Working train No. 2, going north, struck a man, named Thomas Mathews, about half a mile south of Greenville, killing him instantly.

May 29. Collision occurred between two working trains, on first curve below Sharpsville, occasioned by misunderstanding of orders on the part of conductor of No. 1. J. P. Robinson, engineer of No. 2, hand cut and shoulder bruised, and Dennis Quinn's shoulder fractured.

June 15. Freight No. 1, south, struck a buggy at Greenville crossing, injuring an old man, named Samuel M'Adoo, severely, about the head and chest. Owing to the nature of the crossing, and his deafness, it could not have been avoided.

August 17. S. C. M'Dowell, freight brakeman, had part of thumb taken off, while coupling cars.

August 22. Geo. Deeters, freight brakeman, had arm crushed above elbow, while coupling cars.

September 7. Robt. McCoy, freight brakeman, fell off freight train No. 4, at dock junction, breaking his leg in two places.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Horace F. Clark	New York city.
Alanson Robinson.....	New York city.
Augustus Schell.....	New York city.
David Dows	New York city.
Wm. Williams	Buffalo, N. Y.
Gibson T. Williams	Buffalo, N. Y.
Jno. M. Hutchinson	Buffalo, N. Y.
Charles H. Lee	Silver Creek, N. Y.
William L. Scott.....	Erie, Pa.
M. Courtright.....	Erie, Pa.
Jno. H. Walker.....	Erie, Pa.
Henry Rawle.....	Erie, Pa.
James Pierce.....	Sharpsville, Pa.
Wm. L. Scott, President.....	Erie, Pa.
D. W. Fitch, Secretary and Treasurer.....	Erie, Pa.
F. N. Finney, Assistant Superintendent.....	Erie, Pa.

(No. 30.)

ENTERPRISE.

STATE OF PENNSYLVANIA, }
Lancaster County, } ss:

Personally appeared Thomas Baumgardner, president of the Enterprise railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of his knowledge and belief.

(Signed) THOS. BAUMGARDNER, *President.*

Sworn and subscribed before me, this }
 9th day of January, 1869. }

WM. B. WILEY, *J. P.*

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Peter C. Hollis, treasurer of the Enterprise railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of his knowledge and belief.

(Signed) PETER C. HOLLIS, *Treasurer.*

Sworn and subscribed before me, this }
 8th day of January, 1869. }

R. M. BATTURS, *N. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$500,000 00
Amount of stock subscribed.....	339,625 00
Amount paid in as by last report	158,750 00
Total amount now paid in of capital stock.....	276,700 00
Funded debt, as per last report.....	None.
Total amount now of funded debt.....	None.
Floating debt, as by last report.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt ...	None.
Rate per cent. per annum of interest on funded debt,	None.

Date and rate per cent. per annum of dividend or dividends	None.
Number of shares of stock.....	13,585
Par value of each share.....	<u>\$25 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	Not reported.	\$237,479 41
Equipment	<u>None.</u>	<u>None.</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Locust Gap junction to Shamokin	$6\frac{498}{1000}$ miles.
Length of road laid, including branches and sidings,	$10\frac{549}{1000}$ "
Length of double track of road	None.
Length of sidings.....	$\frac{862}{1000}$ mile.
Gauge of road.....	4 feet $8\frac{1}{2}$ in.
Weight of rail per yard on main track	50 and 64 lbs.
Branch roads owned by the company and their length, viz: Enterprise $\frac{769}{1000}$; Excelsior $\frac{945}{1000}$; Continental $\frac{292}{1000}$; Greenback $\frac{518}{1000}$; Big Mountain $\frac{391}{1000}$; Henry Clay $\frac{274}{1000}$.	
Number of engine houses and shops: One engine house.	
Number of iron bridges	None.
Number of wooden bridges, (total length 200 feet,)	3
Number of stone bridges	None.
Number of railroads crossed	1
Number of stations on main road	3
Number of wood and water stations on main road,	1
Value of real estate held by the company, exclusive of road way.....	None.
Number of tunnels	None.
How is track laid and on what foundation? Cross ties and coal dirt ballast.	

The road is not yet finally completed, and pending its construction, under an amicable arrangement with the Philadelphia and Reading railroad company, the latter company is using so much

thereof as is finished, for transportation, and the returns of business done upon the road will therefore appear in the return of that company.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Thos. Baumgardner	Lancaster, Pa.
Charles Sinnickson..	Philadelphia.
Peter C. Hollis.....	Philadelphia.
Franklin B. Gowen.....	Philadelphia.
Thos. Miles.....	Philadelphia.
Thomas Baumgardner, President.....	Lancaster, Pa.
Peter C. Hollis, Sec'y and Treas.	Philadelphia.
Wm. H. Bines, Superintendent.....	Mahanoy Plane, Schuylkill co., Pa.

(No. 31.)

FAYETTE COUNTY.

STATE OF PENNSYLVANIA, }
Fayette County, } ss:

Personally appeared Nathaniel Ewing, president, and Armstrong Hadden, treasurer, of the Fayette County railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) N. EWING, *President.*

ARMSTRONG HADDEN, *Treasurer.*

Sworn and subscribed before me, this }
 9th day of November, 1868. }

GEO. W. LITMAN, *Prothonotary.*

The property and franchises of the original Fayette County railroad company were sold under mortgage, and the new company was organized with a capital of \$107,400, divided into 2,148 shares, of \$50 each.

STOCK AND DEBT.

Capital stock as authorized by law (originally :)
 \$750,000 to \$1,500,000.

Amount of stock subscribed, about	\$100,000 00
Amount paid in as by last report, about.....	90,000 00
Total amount now paid in of capital stock, with mortgage, \$30,000, and proceeds of road, about..	130,000 00
Funded debt as per last report	None.
Total amount now of funded debt.....	None.
Floating debt, as by last report	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt....	None.
Rate per cent. per annum of interest on funded debt.....	None.

Date and rate per cent. per annum of dividend or dividends: On March 1st, \$1 85 per share, and on September 1st, \$1 90 per share.

Number of shares of stock	2,148
Par value of each share.....	\$50 00
Amount of capital on which the respective dividends were declared.....	<u>107,400</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction, about	\$130,000 00	\$130,000 00
Equipment.....	<u>None.</u>	<u>None.</u>

The road is rented to the Pittsburg and Connellsville railroad company.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Uniontown to Connellsville.....	12 $\frac{6.6}{100}$ miles.
Length of road laid.....	12 $\frac{6.6}{100}$ "
Length of double track of road.....	None.
Length of sidings: From 2,100 to 2,500 feet.	
Gauge of road.....	4 ft. 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track	43 lbs.
Branch roads owned by the company, and their length.....	None.
Roads worked or leased by the company	None.
Number of engine houses and shops: One of each.	
Number of engines	None.
Number of first class passenger cars, (rated as eight wheel cars,)	None.
Number of baggage, mail and express cars, (rated as eight wheel cars,)	None.
Number of freight cars, (rated as eight wheel cars,) ..	None.
Number of coal cars, (rated as eight wheel cars,)..	None.
Number of iron bridges.....	None.
Number of wooden bridges, (total length in feet, can't tell,).....	22

Number of stone bridges	None.
Number of stations on main road.....	5
Number of wood and water stations on main road:	
One water station, wood where ever convenient.	
Number of tunnels.....	None.
Value of real estate held by the company, exclusive of road way: \$1,000 was paid for depot grounds.	
How is track laid, and on what foundation? On cross-ties bedded in broken stone, and filled in between.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Our road being rented to the Pittsburg and Connellsville railroad company, they must answer all questions not answered by us.

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs or maintenance of way, including buildings: These are done by the Pittsburg and Connellsville railroad company.

Taxes on real estate: Taxes, if any, paid by Pittsburg and Connellsville railroad company.

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders.....	None.
From sale of bonds	None.
From other sources	None.

Summary of payments:

For dividends: As above stated.	
For interest.....	None.
For miscellaneous	None.
For surplus funds.....	None.
For State tax on capital stock and tonnage.....	\$408 12
For United States tax.....	408 12

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
N. Ewing.....	Uniontown, Pa.
A. Hadden.....	Uniontown, Pa.
John Huston..	Uniontown, Pa.
Ewing Brownfield.....	Uniontown, Pa.
Samuel A. Gilmore.....	Uniontown, Pa.
Alfred Patterson.....	Pittsburg, Pa.
One vacancy.	
N. Ewing, President	Uniontown, Pa.
William H. Bailey, Secretary.....	Uniontown, Pa.
Armstrong Hadden, Treasurer	Uniontown, Pa.

(No. 32.)

HANOVER BRANCH.

STATE OF PENNSYLVANIA, } ss:
 York County, }

Personally appeared A. W. Eichelberger, president, and R. A. Eichelberger, treasurer, of the Hanover Branch railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) A. W. EICHELBERGER, *President*.
 R. A. EICHELBERGER, *Treasurer*.

Sworn and subscribed before me, this {
 14th day of December, 1868. }

C. W. FORNEY, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$500,000 00
Amount of stock subscribed	116,850 00
Amount paid in as by last report.....	116,850 00
Total amount now paid in of capital stock.....	116,850 00
Funded debt, as per last report.....	None.
Total amount now of funded debt.....	None.
Floating debt, as by last report.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt....	None.
Date and rate per cent. per annum of dividend or dividends: 5 per cent., May, and 5 per cent., No- vember.	
Number of shares of stock.....	2,337
Par value of each share	\$50 00
Amount of capital on which the respective divi- dends were declared.....	116,850 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$191,500 00	\$199,689 12
Equipment.....	42,210 00	54,126 80
Total cost.....	<u>233,710 00</u>	<u>253,815 92</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Hanover to Hanover Junction	— miles.
Length of road laid.....	12 $\frac{1}{5}$ “
Length of double track of road	None.
Gauge of road.....	4 ft. 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track	50 pounds.
Branch roads owned by the company, and their length.....	None.
Roads worked or leased by the company, viz: This company works the Gettysburg railroad, to Gettysburg, and the Littlestown railroad, to Littlestown.	
Number of engine houses and shops.....	4
Number of engines	5
Number of first class passenger cars, rated as eight wheel cars, (average cost of each, \$2,166 66,)...	3
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each, \$300,)	1
Number of freight cars, rated as eight wheel cars, (average cost of each, \$400,).....	10
Number of coal cars, (rated as eight wheel cars,)..	None.
Number of iron bridges	None.
Number of wooden bridges, (total length in feet not ascertained,)	11
Number of stone bridges	None.
Number of railroads crossed	None.
Number of stations on main road.....	5
Number of wood and water stations on main road,	2
Value of real estate held by the company, exclusive of road way.....	\$4,600 00

Number of tunnels.....	None.
How is track laid, and on what foundation? Part earth and part stone ballast.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	No acc't kept.
Number of miles run by freight trains.....	"
Number of miles run by coal trains	"
Number of through passengers for the year on the main road	25,039
Number of passengers (all classes) carried in cars,	34,841
Number of tons of 2,000 lbs. of through freight for the year on main road.....	81,320
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	85,647
Average rate of speed adopted by ordinary passen- ger trains, including stops, (miles per hour,)....	15
Average rate of speed adopted by freight trains, including stops.....	10
Weight of first class passenger engines.....	19 to 26 tons.
Weight of freight engines.....	25 to 26 tons.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1867.....	2,600	June, 1868.....	2,896
December, 1867.....	2,415	July, 1868.....	2,989
January, 1868.....	3,022	August, 1868.....	4,123
February, 1868.....	1,994	September, 1868.....	3,056
March, 1868.....	2,710	October, 1868.....	3,088
April, 1868.....	3,129		
May, 1868.....	2,819	Total	34,841

The amount of freight, specifying the quantity in tons:

Freight is mainly transported in individual cars, and is not classified.

The rate of fare for passengers charged for the respective classes, per mile, as follows:

For first class through passengers	4½ cents.
For first class way passengers.....	4½ "

The rate per ton (of 2,000 lbs.) per mile charged for freight:

For through freight: Through freight is regulated by a joint tariff with Northern Central R. W. Co.

For local freight: From 2 to 4 cts. per ton per mile.

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs or maintenance of way, including buildings,	\$11,240 76
Taxes on real estate.	89 76
Total.	<u>11,330 52</u>

Repairs of machinery:

Repairs of engines and tenders	\$7,036 01
Repairs of passenger and baggage cars	1,717 29
Repairs and cost of tools and machinery in shops,	1,489 79
Total.....	<u>10,243 09</u>

Operating the road:

Office expenses, stationery, &c.	\$153 95
Agents and clerks	537 50
Labor—loading and unloading freight	406 00
Conductors, baggage masters and brakemen.....	3,299 21
Engineers and firemen	3,557 31
Fuel and cost of preparing for use.....	10,894 84
Oil and waste for engines and tenders, passenger, baggage and freight cars	783 10
Loss and damage of goods and baggage	2 40
Use of freight cars.....	2,265 90
Damage for injury of persons.....	20 00
General superintendence	470 82
Contingencies	367 00
Total.....	<u>22,758 03</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

None.

RECEIPTS.

Months.	Passengers.	Freight.	Mail and express.	Use of cars.*	Miscellaneous.	Total.
Nov., 1867...	\$1,372 45	\$3,874 81	\$96 33	\$1,158 90	\$533 93	\$7,036 42
Dec., 1867...	1,275 36	2,928 56	96 33	1,156 40	86 67	5,543 32
Jan., 1868...	1,475 96	3,590 25	96 33	1,246 80	9 16	6,418 50
Feb., 1868...	1,037 46	3,308 68	96 33	1,156 00	981 97	6,580 44
Mar., 1868...	1,348 66	2,799 49	96 33	1,197 20	49 56	5,491 24
April, 1868...	1,575 09	3,133 74	96 33	1,201 40	123 05	6,129 61
May, 1868...	1,498 83	3,752 91	96 33	1,197 40	268 16	6,813 63
June, 1868...	1,506 64	4,238 53	96 33	1,197 20	171 85	7,210 55
July, 1868...	1,568 20	2,439 79	96 33	1,197 20	1,020 82	6,342 73
Aug., 1868...	2,213 19	3,157 05	96 33	1,202 00	624 41	7,432 98
Sept., 1868...	1,769 67	3,426 63	96 33	1,209 80	48 50	6,836 83
Oct., 1868...	1,645 88	3,614 93	96 33	1,286 40	10 08	6,653 62
Total.....	18,287 39	40,265 37	1,150 00	14,406 70	3,928 16	78,489 87

* Including charges for working Gettysburg and Littlestown railroads.

SUMMARY OF PAYMENTS.

For construction and equipment.....	\$13,605 92
For maintaining and operating the road.....	44,331 64
For dividends	11,685 00
For miscellaneous	517 84
For State tax on capital stock and tonnage, and dividends.....	1,473 42
For United States tax.....	984 86
Total.....	<u><u>72,598 68</u></u>

Total amount of surplus fund, stock in Littlestown railroad.....	<u><u>\$10,900 00</u></u>
------------------------------------------------------------------	---------------------------

Cost of transportation:

Cost per passenger per mile, proximate average... Not known.

Cost per ton freight per mile, proximate average.. Not known.

What express companies run on your road, and on what terms?
 Adams express company, who furnish car and pay five hundred dollars per annum.

What transportation or freight companies run on your road, and on what terms? None.

ACCIDENTS.

None.

NAMES AND RESIDENCE OF OFFICERS.

Officers.	Post office address.
David Wortz	Hanover, Pa.
R. S. Young	Hanover, Pa.
Joseph Dellone	Hanover, Pa.
Joseph Althoff	Hanover, Pa.
Henry Wirt	Hanover, Pa.
John L. Jenkins.....	M'Sherrystown, Pa.
A. W. Eichelberger, President.....	Hanover, Pa.
Henry Wirt, Secretary	Hanover, Pa.
R. A. Eichelberger, Treasurer ..	Hanover, Pa.
Henry A. Young, Superintendent.....	Hanover, Pa.

(No. 33.)

HARRISBURG, PORTSMOUTH, MT. JOY AND LANCASTER.

STATE OF PENNSYLVANIA, }
 ——— County, } ss:

Personally appeared J. Edgar Thomson, president, and George Taber, treasurer, of the Harrisburg, Portsmouth, Mount Joy and Lancaster railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) J. EDGAR THOMSON, *President.*

GEORGE TABER, *Treasurer.*

Sworn and subscribed before me, this }
 30th day of November, 1868. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$2,500,000 00
Amount of stock subscribed	1,182,550 00
Amount paid in as by last report	1,182,550 00
Total amount now paid in of capital stock	1,182,550 00
Funded debt as per last report	700,000 00
Total amount now of funded debt	700,000 00
Floating debt, as by last report	None.
The amount now of floating debt	None.
Total amount now of floating and funded debt.	700,000 00
Rate per cent. per annum of interest on funded debt,	6 per cent.
Date and rate per cent. per annum of dividend or dividends: January and July	7 per cent.
Number of shares of stock	23,651
Par value of each share	\$50 00
Amount of capital on which the respective divi- dends were declared	<u>1,182,550 00</u>

CHARACTERISTICS OF ROAD.

Included in Pennsylvania railroad company's return.

Summary of payments:

Dividends	\$82,788 50
Interest, including State and United States taxes,	42,000 00
State tax on capital stock.....	4,138 92
United States tax	4,356 76
	<hr/>
Total	133,284 18
	<hr/> <hr/>
Total amount of surplus fund.....	\$22,440 92
	<hr/> <hr/>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
J. Edgar Thomson	Philadelphia, Pa.
Josiah Bacon.....	Philadelphia, Pa.
Wistar Morris.....	Philadelphia, Pa.
Samuel T. Bodine.....	Philadelphia, Pa.
Joseph B. Myers.....	Philadelphia, Pa.
Edward C. Knight.....	Philadelphia, Pa.
Washington Butcher.....	Philadelphia, Pa.
John M. Kennedy.....	Philadelphia, Pa.
James Magee.....	Philadelphia, Pa.
Lewis Elkin.....	Philadelphia, Pa.
James Young	Middletown, Pa.
J. Edgar Thomson, President.....	Philadelphia, Pa.
George Taber, Secretary and Treasurer.....	Philadelphia, Pa.

(No. 34.)

HAZLETON.

OFFICE OF THE LEHIGH VALLEY RAILROAD CO., }
Philadelphia, January 5, 1869. }

Gen. JOHN F. HARTRANFT,

Auditor General, Harrisburg, Pa.:

DEAR SIR:—The Hazelton railroad company was merged into the Lehigh Valley railroad company, as per articles of merger and consolidation filed in the office of the Secretary of the Commonwealth on the 25th day of May last, and it will consequently no longer be reported as a separate road.

Yours truly,

CHAS. C. LONGSTRETH,

Treas. L. V. R. R. Co., and late Treas. Hazleton R. R. Co.

(No. 35.)

HEMPFIELD.

STATE OF PENNSYLVANIA, }
 ——— County, } ss:

Personally appeared Colin M. Reed, president, and Joseph Henderson, treasurer, of the Hempfield railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief, derived from the report of the superintendent.

(Signed)

C. M. REED, *President.*JOSEPH HENDERSON, *Treasurer.*

Sworn and subscribed before me, this }
 30th day of November, 1868. }

JOHN GRAYSON, JR., *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	Unlimited.
Amount of stock subscribed	\$1,880,365 00
Amount paid in as by last report	1,809,565 13
Total amount now paid in of capital stock	1,809,565 13
Funded debt, as per last report	500,000 00
Total amount now of funded debt	500,000 00
Floating debt, as by last report, say	100,000 00
The amount now of floating debt, say	100,000 00
Total amount now of floating and funded debt. . .	600,000 00
Rate per cent. per annum of interest on funded debt	6 per cent.
Date and rate per cent. per annum of dividend or dividends: None ever made.	
Number of shares of stock	940,182
Par value of each share	\$50 00
Amount of capital on which the respective dividends were declared	None declared.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$1,616,458 93	\$1,616,458 93
Equipment	41,340 01	41,340 01
Total cost	<u>1,657,798 94</u>	<u>1,657,798 94</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Wheeling, W. Va., to Greensburg, Pa.	76 miles.
Length of road laid, from Wheeling, W. Va., to Washington, Pa.	32 “
Length of double track of road and sidings.	$1\frac{1}{5}\frac{7}{2}\frac{2}{8}\frac{1}{6}$ “
Gauge of road.	4 feet 8½ in.
Weight of rail per yard on main track.	60 pounds.
Branch roads owned by the company, and their length.	None.
Roads worked or leased by the company.	None.
Number of engine houses and shops.	2
Number of engines.	3
Number of first class passenger cars, (rated as eight wheel cars,)	2
Number of baggage, mail and express cars, (rated as eight wheel cars,)	1
Number of freight cars, (rated as eight wheel cars,)	2
Number of coal cars, (rated as eight wheel cars,) ..	11
Number of iron bridges.	None.
Number of wooden bridges, (total length in feet, 665,)	12
Number of stone bridges, (total length in feet, 250,)	1
Number of railroads crossed.	None.
Number of stations on main road.	6
Number of wood and water stations on main road,	4
Value of real estate held by the company, exclusive of road way.	\$104,899 96
Number of tunnels, (total length in feet, 3,073,) ...	6
How is track laid, and on what foundation? On cross-ties, and stone ballast.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger, freight and coal trains—mixed.....	24,948 miles.
Number of through passengers for the year on main road, and number of passengers (all classes) carried in cars.....	19,363
Number of tons of 2,000 lbs. of through freight for the year on main road, and gross amount of tonnage for the year, (2,000 lbs per ton,).....	13,040 $\frac{349}{2000}$
Average rate of speed adopted by ordinary passenger, express and freight trains, including stops, (miles per hour,)—mixed....	12

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1867.....	1,607	June, 1868.....	1,319
December, 1867.....	1,930	July, 1868.....	1,631
January, 1868.....	1,516	August, 1868.....	2,055
February, 1868.....	1,376	September, 1868.....	1,748
March, 1868.....	1,358	October, 1868.....	1,993
April, 1868.....	1,437		
May, 1868.....	1,393	Total	19,363

The amount of freight, specifying the quantity in tons :

Total, mixed trains	13,040 $\frac{349}{2000}$
---------------------------	---------------------------

The rate of fare for passengers charged for the respective classes, per mile, as follows :

For first class through passengers	5 cents.
For first class way passengers.....	5 “
For second class through and way passengers....	None.

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including buildings,	\$19,431 68
Taxes on real estate: Included in general expenses.	

Repairs of machinery:

Total \$13,260 07

Operating the road:

Office expenses, stationery, agents, clerks, labor—
loading and unloading freight—porters, watch-
men, switch tenders, wood and water station at-
tendance, conductors, baggage masters, brakes-
men, engineers and firemen..... \$11,949 20
Fuel, and cost of preparing for use..... 2,160 56
Oil and waste for engines and tenders, passenger,
baggage and freight cars..... 496 03
General superintendence and contingencies..... 4,028 99

Total..... 18,634 78

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders None.
From sale of bonds None.
From other sources None.

RECEIPTS.

Months.	Passeng'rs.	Freight.	Mail and express.	Total.
November, 1867.....	\$1,547 79	\$2,075 78	\$304 77	.....
December, 1867.....	1,843 40	1,204 05	308 95	.....
January, 1868.....	1,480 85	1,081 14	292 82	.....
February, 1868.....	1,333 70	1,384 89	309 07	.....
March, 1868.....	1,272 85	1,468 06	295 49	.....
April, 1868.....	1,458 85	2,021 90	307 95	.....
May, 1868.....	1,325 75	3,319 06	300 49	.....
June, 1868.....	1,478 40	1,736 06	303 23	.....
July, 1868.....	1,485 10	1,600 28	190 23	.....
August, 1868.....	2,043 50	2,652 77	193 12	.....
September, 1868.....	1,731 05	2,410 20	198 23	.....
October, 1868.....	1,887 85	2,487 73	210 27	.....
Total.....	18,889 00	23,441 92	3,214 62	\$45,545 54
Received from sales of iron, lumber, &c.....				<u>3,435 32</u>
Total.....				<u>48,980 86</u>

Summary of payments:

For maintaining and operating the road.....	\$51,326, 53
For dividends	None.
For interest on loans.....	348 00
For State tax on capital stock and tonnage, and United States tax: Included in general expense.	
Total amount of surplus fund.....	<u>None.</u>

Cost of transportation:

What express companies run on your road, and on what terms?
Adams express company, by weight.

What transportation or freight companies run on your road,
and on what terms? None.

ACCIDENTS.

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors	Post office address.
C. M. Reed.....	Washington, Pa.
W. M'Kennan	Washington, Pa.
Joseph Henderson.	Washington, Pa.
J. C. Clarke.....	Greensburg, Pa.
S. Brady.....	Wheeling, W. Va.
T. Sweeney	Wheeling, W. Va.
J. C. Acheson,	Wheeling, W. Va.
C. M. Reed, President.....	Washington, Pa.
Joseph Henderson, Secretary and Treasurer.....	Washington, Pa.
W. D. Burton, Superintendent.....	Wheeling, W. Va.

(No. 36.)

HUNTINGDON AND BROAD TOP MOUNTAIN.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared B. Andrews Knight, president, and J. P. Aertsen, treasurer, of the Huntingdon and Broad Top Mountain railroad and coal company, and in due form of law made affirmation, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) B. ANDREWS KNIGHT, *President.*
 J. P. AERTSEN, *Treasurer.*

Affirmed and subscribed before me, }
 this 3d day of December, 1868. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law: Common, \$800,- 000; preferred, \$300,000, and by merger of Bedford railroad, \$250,000.....	\$1,350,000 00
Amount of stock subscribed: 12,319 shares common, 3,900 preferred.	
Amount paid in as by last report: \$494,380 03 common, \$190,750 preferred.	
Total amount now paid in of capital stock: \$494,- 380 03 common, \$195,000 preferred.	
Funded debt, as per last report, including purchase of Bedford railroad.....	1,656,245 00
Total amount now of funded debt.....	1,810,644 94
Rate per cent. per annum of interest on funded debt: 7 per cent. on bonds and scrip, 6 per cent. on scrip.	
Number of shares of stock: 12,319 common, 3,900 preferred	
Par value of each share.....	50 00
Amount of capital on which the respective dividends were declared.....	None.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment: In one account on the books, including shops, &c., engines and cars, <u>\$2,192,814 35</u>		<u>\$2,201,675 24</u>
Total cost.....		<u>\$2,201,675 24</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Huntingdon to Mount Dallas	44 miles.
Length of road laid.....	44 "
Length of double track of road.....	None.
Length of sidings.....	12 miles.
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	60 and 56 lbs.
Branch roads owned by the company and their length, viz: Shoup's Run, 9¼ miles; Six Mile Run, 4½ miles, and Sandy Run, 1 mile.	
Roads worked or leased by the company.....	None.
Number of engine houses and shops: 5 engine houses, and 1 machine shop.	
Number of engines.....	13
Number of first class passenger cars, (rated as eight wheel cars,)	3
Number of baggage, mail and express cars, (rated as eight wheel cars,)	3
Number of freight cars, (rated as eight wheel cars,)	7
Number of coal cars, (rated as eight wheel cars,) ..	50
Number of iron bridges.....	None.
Number of wooden bridges, (total length in feet, 9,652,)	40
Number of stone bridges	None.
Number of railroads crossed.....	None.
Number of stations on main road.....	13
Number of wood and water stations on main road,	8

Number of tunnels	None.
How is track laid, and on what foundation? On white oak cross-ties, ballasted in part with broken sandstone.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	45,644
Number of miles run by coal trains.....	107,230
Number of through passengers for the year on main road.....	4,897
Number of passengers (all classes) carried in cars,	27,812
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	296,895
Average rate of speed adopted by ordinary passen- ger trains, including stops, (miles per hour,)....	14
Average rate of speed adopted by freight trains, including stops	10
Weight of first class passenger engines.....	28 tons.
Weight of freight engines.....	32 "

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1867	2,318	June, 1868.....	2,016
December, 1867	2,043	July, 1868.....	3,189
January, 1868.....	2,116	August, 1868.....	3,419
February, 1868	1,388	September, 1868.....	2,618
March, 1868.....	2,047	October, 1868.	2,188
April, 1868.....	2,159		
May, 1868.....	2,311	Total.....	27,812

The amount of freight, specifying the quantity in tons:

Anthracite coal.....	417	Live stock.....	240
Bituminous coal	271,226	Lumber	5,317
Pig iron	965		
Iron and other ores	11,396	Total	296,895
Manufactures. &c.....	7,334		

The rate of fare for passengers charged for the respective classes, per mile, as follows:

For first class through passengers	4 cents.
For first class way passengers.....	4 "

For second class through passengers	4 cents.
For second class way passengers	4 “

The rate per ton (of 2,000 pounds) per mile charged for freight.

For through freight	3½ cents
For through coal	1½ “
For local freight, about	12 “
For local coal	3 “

EXPENSES

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Pass, transportation.	Freight transportation.
Repairs or maintenance of way, including buildings.....	\$43,823 64	.....	\$43,823 64
Taxes on real estate	1,821 38	.....	1,821 38
Total.....	45,645 02	.....	45,645 02
REPAIRS OF MACHINERY.			
Repairs of engines and tenders	\$30,730 96	\$4,563 93	\$26,167 03
Repairs of passenger and baggage cars	1,027 09	1,027 09	.....
Repairs of freight cars.....	1,472 60	.....	1,472 60
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops	6,400 45	1,000 00	5,400 45
Total.....	39,631 10	6,591 02	33,040 08
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$984 36	\$569 58	\$414 78
Agents and clerks.....	4,082 33	3,082 33	1,000 00
Wood and water station attendance.....	615 72	100 00	515 72
Conductors, baggage masters and brakemen.....	13,595 27	2,919 65	10,675 62
Engineers and firemen	11,527 29	2,963 87	8,563 42
Fuel, and cost of preparing for use	11,817 58	2,000 00	9,817 58
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	2,755 26	450 00	2,305 26
Use of freight cars	1,375 87	939 87	436 00
Damage for injury of persons and to property, including damage by fire and cattle killed on road, and loss and damage of goods.....	5,329 96	286 13	5,043 83
General superintendence.....	1,800 00	.....	1,800 00
Total.....	53,883 64	13,311 43	40,572 21

RECEIPTS.

Months.	Passengers.	Freight.	Mail and express.	Miscella- neous.	Total.
November, 1867.....	\$1,925 77	\$15,235 41	\$265 50	\$712 87	\$18,139 55
December, 1867.	1,636 13	12,955 27	265 50	157 07	15,013 97
January, 1868.....	1,799 81	6,982 98	265 50	446 48	9,494 77
February, 1868.....	1,231 98	9,041 16	265 50	111 74	10,650 38
March, 1868.....	1,602 14	12,721 69	265 50	1,155 99	15,745 32
April, 1868.....	1,790 71	16,430 68	265 50	955 97	19,442 86
May, 1868.....	1,743 44	16,274 39	265 50	204 32	18,487 66
June, 1868.....	1,826 85	13,110 26	265 50	156 88	15,359 49
July, 1868.....	2,565 17	13,739 74	265 50	977 70	17,548 11
August, 1868.....	3,845 74	15,716 39	265 50	446 36	20,273 99
September, 1868.....	2,601 83	18,530 52	265 50	391 51	21,789 36
October, 1868.....	2,374 62	18,894 28	265 50	731 27	22,265 67
Total.....	24,944 19	169,632 77	3,186 00	6,448 16	219,211 12
Sundries in addition to above.....				15,000 00	
				<u>21,448 16</u>	

Summary of payments:

For construction and equipment, maintaining and operating the road, dividends, interest, miscella- neous, surplus funds, State tax on capital stock, &c., United States tax.....	<u>\$212,513 85</u>
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Cost of transportation:

What express companies run on your road, and on what terms?
Adams express company, at \$60 per month.

What transportation or freight companies run on your road,
and on what terms? None.

ACCIDENTS.

	Killed.	Injured
Passengers	2	7
Employees	3	2
Others.....	1	0
Total.....	<u>6</u>	<u>9</u>

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows:

1868.

February 15. Passenger car thrown off track, caused by broken rail near Cove station, and Mrs. Rankin, Miss Price, Mr. Mears,

Mr. Barr, Mr. Gushaul, Mr. Wigton and Miss Weaver slightly injured.

March 22. John Fleak, breaking on coal train, fell off train, (being asleep at the time,) when in motion, near Coffee run, injuring his arm severely.

June 2. John Titler, a boy, attempting to get on a coal train when in motion, at Saxton, was killed.

June 5. T. Reed, brakeman on coal train, was killed, and A. Houp was slightly injured.

September 11. Engine "Tuscarora" exploded near Coaldale; killing John Dumphry, engineer, James Clark, fireman, J. S. Prince, merchant, who was riding on the engine, and David James, machinist; he was not in the employ of the company at the time; was riding on the engine.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Rathmell Wilson	Philadelphia, Pa.
John Devereux	Philadelphia, Pa.
Wm. Cummings	Philadelphia, Pa.
E. Roberts	Philadelphia, Pa.
S. J. Christian	Philadelphia, Pa.
James W. Paul	Philadelphia, Pa.
Wm. Whitaker	Philadelphia, Pa.
James Long	Philadelphia, Pa.
Joseph H. Trotter	Philadelphia, Pa.
C. D. Invilleirs	Philadelphia, Pa.
L. T. Wattson	Philadelphia, Pa.
A. P. Wilson	Huntingdon.
B. Andrews Knight, President	Philadelphia, Pa.
J. P. Aertsen, Secretary and Treasurer	Philadelphia, Pa.
John M'Killips, Superintendent	Huntingdon.

(No. 37.)

IRONTON.

STATE OF PENNSYLVANIA, }
Lehigh County, } ss:

Personally appeared Eli J. Saeger, president, and Charles Stewart Wurts, treasurer, of the Ironton railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) ELI J. SAEGER, *President.*

CHAS. STEWART WURTS, *Treasurer.*

Sworn and subscribed before me, this }
 24th day of November, 1868. }

EDWARD BACH, *N. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$500,000 00
Amount of stock subscribed	400,000 00
Amount paid in as by last report	400,000 00
Total amount now paid in of capital stock	400,000 00
Funded debt, as per last report	150,000 00
Total amount now of funded debt	150,000 00
Total amount now of floating and funded debt ...	150,000 00
Rate per cent. per annum of interest on funded debt,	7 per cent.
Number of shares of stock	8,000
Par value of each share	\$50 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$250,000 00	\$250,000 00
Equipment	18,000 00	18,000 00
Total cost	268,000 00	268,000 00

CHARACTERISTICS OF ROAD.

Length of main line of road, from Coplay to Ironton and Orefield	10 miles.
Length of road laid	11 miles.
Length of sidings	2 miles.
Gauge of road	4 ft. 8½ inches.
Weight of rail per yard on main track	50 and 57 lbs.
Number of engine houses and shops	1
Number of engines	2
Number of first class passenger cars, (rated as eight wheel cars,)	None
Number of baggage, mail and express cars, (rated as eight wheel cars,)	None.
Number of freight and coal cars, (rated as eight wheel cars,)	None.
Number of iron bridges	None.
Number of wooden bridges, (total length 150 feet,)	5
Number of stone bridges	None.
Number of railroads crossed	None.
Number of stations on main road	None.
Number of wood and water stations on main road,	2
Value of real estate held by the company, exclusive of road way	\$300,000 00
Number of tunnels	None.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	None.
Number of miles run by freight trains	11
Number of miles run by coal trains	None.
Number of through passengers for the year on main road	None.
Number of passengers (all classes) carried in cars,	None.
Gross amount of tonnage for the year, (2,240 pounds per ton,)	\$129,015 19

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

None.

The amount of freight, specifying the quantity in tons, gross :

Anthracite coal.....	537,406	Other articles.....	93,110
Iron and other ores.....	8,667,612		
Lime and limestone.....	3,603,311	Total	<u>12,901,519</u>

The rate per ton (of 2,000 pounds) per mile charged for freight :

For through freight	3 to 10 cents.
For through coal	3 to 10 “
For local freight	3 to 10 “
For local coal	<u>3 to 10 “</u>

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including build- ings	\$5,543 66
Taxes on real estate.....	<u>320 19</u>
Total	<u>5,863 85</u>

Repairs of machinery :

Total	<u>\$528 96</u>
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Operating the road :

Engineer brakemen	\$4,310 20
Coal	1,668 59
Oil and waste for engines	530 71
Contingencies	<u>665 26</u>
Total	<u>7,174 76</u>

Receipts :

	Freight.		Freight.
November, 1867	\$4,916 03	June, 1868.....	3,010 79
December, 1867.....	3,172 45	July, 1868.....	3,517 10
January, 1868.....	2,917 58	August, 1868.....	3,393 51
February, 1868	2,002 32	September, 1868	4,235 65
March, 1868.....	1,725 93	October, 1868	3,794 32
April, 1868.....	2,322 35		
May, 1868.....	2,313 84	Total	<u>37,321 87</u>

Summary of payments:

For construction and equipment, transportation...	\$7,703 72
For maintaining and operating the road.....	5,543 66
For dividends, (freights,)	2,107 09
Interest, tax on real estate	320 19
State tax on capital stock and tonnage.....	3,457 51
 Total	 <u>19,132 17</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Robert Lenox Kennedy.....	New York city.
Henry M. Alexander	New York city.
Eli J. Saeger.....	Allentown, Pa.
Robert M'Allister	Allentown, Pa.
Chas. Stewart Wurts.....	Philadelphia, Pa.
Eli J. Saeger, President.....	Allentown, Pa.
Chas. Stewart Wurts, Secretary and Treasurer	Philadelphia, Pa.
Robert M'Allister, Superintendent	Allentown, Pa.

(No. 35.)

JAMESTOWN AND FRANKLIN.

STATE OF PENNSYLVANIA, }
Mercer County, } ss:

Personally appeared Samuel Hines, assistant treasurer of the Jamestown and Franklin railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of his knowledge and belief.

(Signed) SAM. HINES, *Ass't Treasurer.*

Sworn and subscribed before me, this }
 13th day of November, 1868. }

A. S. THROOP, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$1,000,000 00
Total amount now paid in of capital stock.....	602,827 50
Total amount now of funded debt.....	500,000 00
Floating debt, as by last report	567,966 23
The amount now of floating debt.....	589,641 71
Rate per cent. per annum of interest on funded debt.....	7 per cent.
Number of shares of stock.....	20,000
Par value of each share	\$50 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$1,629,846 29	\$1,643,127 69

CHARACTERISTICS OF ROAD.

Length of main line of road, from Jamestown, Pa., to Franklin, Pa.....	43 $\frac{1}{4}$ miles.
Length of road laid.....	43 $\frac{1}{4}$ "
Length of sidings.....	2 $\frac{1}{2}$ "
Gauge of road.....	4 $\frac{1}{2}$ feet.

Weight of rail per yard on main track.....	55 and 60 lbs.
Branch roads owned by the company and their length, viz: 1, Coal branch, at Stoneboro' mines.	
Roads worked or leased by the company.....	None.
Number of engine houses and shops: Four engine houses, 1 shop.	
Number of wooden bridges, (total length in feet, 810,)	8
Number of railroads crossed: 1, Atlantic and Great Western.	
Number of stations on main road.....	13
Number of wood and water stations on main road,	7
Value of real estate held by the company, exclusive of road way.....	\$35,000 00
How is track laid, and on what foundation? Oak ties and gravel ballast.	

SUMMARY OF PAYMENTS.

For interest.....	\$13,160 00
For United States tax.....	658 00

NOTE.—The Jamestown and Franklin railroad is leased and operated by the Cleveland, Painesville and Ashtabula railroad company, with their own equipment, and most of the data required by the return will be reported by that company with its own. The death of Judge James Miles, of Girard, Pa., last summer, leaves the office of president vacant.

Yours, truly,

SAM. HINES, *Ass't Treasurer.*

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
A. Stone, Jr.....	Cleveland, O.
Wm. Collins.....	Cleveland, O.
P. H. Watson.....	Ashtabula, O.
J. S. M'Calmont.....	Franklin, Pa.
S. F. Dale.....	Franklin, Pa.
James Bleakley.....	Franklin, Pa.
P. H. Watson, Secretary.....	Ashtabula, O.
Geo. B. Ely, Treasurer.....	Cleveland, O.
Geo. H. M'Intire, Ass't Superintendent.....	Franklin, Pa.
Sam. Hines, Ass't Treasurer	Stoneboro', Pa.

(No. 39.)

JUNCTION.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Isaac Hinckly, president, and Charles E. Smith, treasurer, of the Junction railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) ISAAC HINCKLEY, *President.*

CHARLES E. SMITH, *Treasurer.*

Sworn and subscribed before me, this }
 28th day of November, 1868. }

JOHN WHITE, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$250,000 00
Amount of stock subscribed.....	180,250 00
Amount paid in as by last report.....	155,250 00
Total amount now paid in of capital stock.....	180,250 00
Funded debt, as per last report.....	800,000 00
Total amount now of funded debt.....	800,000 00
Total amount now of floating and funded debt....	800,000 00
Rate per cent. per annum of interest on funded debt.....	6 per cent.
Number of shares of stock.....	3,605
Par value of each share.....	\$50 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$698,450 48	\$698,450 48
Real estate.....	33,280 55	33,280 55
Land damages.....	139,239 15	140,739 15
Engineers and agencies	20,281 25	20,281 25
Total cost	891,251 43	892,751 43

CHARACTERISTICS OF ROAD.

Length of main line of road, from Belmont to Gray's Ferry	$4\frac{6.2}{10.0}$ miles.
Length of road laid.....	$4\frac{6.2}{10.0}$ "
Length of double track of road	$4\frac{6.2}{10.0}$ "
Length of sidings.....	4,477 feet.
Gauge of road.....	4 ft. $8\frac{1}{2}$ in.
Weight of rail per yard on main track	67 lbs.
Number of iron bridges.....	4
Number of railroads crossed: West Chester and Philadelphia railroad and Pennsylvania railroad.	
Number of tunnels, (total length in feet, 750,).....	1
How is track laid, and on what foundation? Stone ballast, with white oak cross-ties.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN. .

Number of miles run by passenger trains.....	3,952
Number of miles run by freight and coal trains...	8,784
Number of through passengers for the year on main road, and number of passengers (all classes) carried in cars.....	179,720
Number of tons of 2,000 lbs. of through freight for the year on main road, and gross amount of tonnage for the year, (2,000 lbs. per ton,).....	1,008,270
Average rate of speed adopted by ordinary passenger and express trains, including stops, (miles per hour,)	12
Average rate of speed adopted by freight trains, including stops.....	8

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.*

November, 1867	14,200	June, 1868.....	8,880
December, 1867.....	16,860	July, 1868	13,860
January, 1868.....	16,860	August, 1868.....	8,120
February, 1868.....	15,560	September, 1868.....	16,180
March, 1868.....	18,680	October, 1868	14,180
April, 1868.....	17,540		
May, 1868.....	18,800	Total	179,720

The rate per ton (of 2,000 lbs.) per mile charged for freight:

For through freight and coal, and local freight and coal: 40 cents per eight wheel car per mile.

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders \$25,000 00

RECEIPTS.

Months.	Passeng'rs.	Freight.	Miscellane- ous.	Total.
November, 1867.....	\$1,136 00	\$3,842 50	\$20 00	\$4,998 50
December, 1867.....	1,348 80	3,478 10	30 00	4,856 90
January, 1868.....	1,348 80	3,204 20	23 00	4,576 00
February, 1868.....	1,244 80	4,260 42	175 00	5,680 22
March, 1868.....	1,494 40	5,700 74	25 00	7,220 14
April, 1868.....	1,403 20	4 900 94	43 90	6,348 04
May, 1868.....	1,504 00	5,973 66	23 00	7,500 66
June, 1868.....	710 40	6,051 38	27 00	6,788 78
July, 1868.....	1,108 80	4,815 56	23 00	5,947 38
August, 1868..	649 60	6,023 38	25 00	6,697 98
September, 1868.....	1,294 40	7,837 50	25 00	9,156 90
October, 1868.....	1,134 40	8,098 82	28 00	9,261 22
Total.....	14,377 60	64,187 20	487 90	79,032 70

Summary of payments:

For maintaining and operating the road.....	\$34,547 51
For interest.....	48,804 00
Miscellaneous.....	12,404 60
For State tax on capital stock and tonnage.....	1,648 22
For United States tax.....	900 00
Total.....	<u>98,304 33</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
J. Edgar Thomson.....	Philadelphia, Pa.
Charles E. Smith.....	Philadelphia, Pa.
Asa Whitney..	Philadelphia, Pa.
Isaac Hinckley.....	Philadelphia, Pa.
John Tucker.....	Philadelphia, Pa.
Isaac Hinckley, President.....	Philadelphia, Pa.
Joseph Lesley, Secretary.....	Philadelphia, Pa.
Charles E. Smith, Treasurer.....	Philadelphia, Pa.
G. C. Franciscus, Superintendent.....	Philadelphia, Pa.

(No. 40.)

LACKAWANNA AND BLOOMSBURG.

STATE OF PENNSYLVANIA, }
Luzerne County, } ss:

Personally appeared John C. Phelps, vice president, and John Hinton, acting treasurer, of the Lackawanna and Bloomsburg railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) JOHN C. PHELPS, *Vice President.*
 JOHN HINTON, *for Treasurer.*

Sworn and subscribed before me, this }
 22d day of December, 1868. }

ALFRED DARTE, JR., *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$1,900,000 00
Amount of stock subscribed	1,335,000 00
Amount paid in as by last report	1,335,000 00
Total amount now paid in of capital stock	1,335,000 00
Funded debt, as per last report	2,273,295 00
Total amount now of funded debt	2,248,090 00
Floating debt, as by last report	68,880 00
The amount now of floating debt	68,619 00
Total amount now of floating and funded debt ...	2,316,709 00
Rate per cent. per annum of interest on funded debt, (on all but \$200,000, which bears 10 per cent.,) ..	7 per cent.
Date and rate per cent. per annum of dividend or dividends	None.
Number of shares of stock	26,700
Par value of each share	<u>\$50 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$3,231,357 64	.....
Equipment	521,772 40	.....
Total cost.....	<u>3,753,130 04</u>	<u>\$3,753,744 00</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Scranton to North- umberland	80 miles.
Length of road laid.....	80 “
Length of double track of road: No double track, but 22 miles with three rails.	
Length of sidings	14 “
Gauge of road.....	4 feet 8½ in.
Weight of rail per yard on main track.....	56 to 70 lbs.
Branch roads owned by the company, and their length	None.
Roads worked or leased by the company.....	None.
Number of engine houses and shops.....	9
Number of engines.....	20
Number of first class passenger cars, rated as eight wheel cars, (average cost of each, (\$2,200,).....	6
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each, \$1,200,).....	3
Number of freight cars, rated as eight wheel cars, (average cost of each, \$475,).....	89
Number of coal cars, rated as four wheel cars, (average cost of each, \$180,).....	1,408
Number of iron bridges	None.
Number of wooden bridges.....	8
Number of stone bridges.....	3
Number of railroads crossed: Two at grade, and pass under Catawissa railroad.	
Number of stations on main road.....	28
Number of wood and water stations on main road,	9
Value of real estate held by the company, exclu- sive of road way.....	Cannot say.

Number of tunnels.....	None.
How is track laid, and on what foundation? Gravel ballast and cross-ties.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	121,938
Number of miles run by freight trains.....	106,670
Number of miles run by coal trains.....	303,573
Number of through passengers for the year on main road.....	3,392
Number of passengers (all classes) carried in cars,	221,541
Number of tons of 2,000 lbs. of through freight for the year on main road.....	6,100
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	1,058,672
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	16
Average rate of speed adopted by freight trains, including stops.....	10
Weight of first class passenger engines.....	25 tons.
Weight of freight engines.....	35 "

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1867.....	19,474	June, 1868.....	18,399
December, 1867.....	18,411	July, 1868..	21,816
January, 1868.....	16,171	August, 1868.....	20,907
February, 1868.....	14,490	September, 1868.....	19,754
March, 1868.....	15,625	October, 1868	21,656
April, 1868.....	17,529		
May, 1868.....	17,309	Total.....	221,541

The amount of freight, specifying the quantity in tons:

Anthracite coal.....	745,144
Pig iron, railroad iron, other iron or castings, and iron and other ores	78,600
Lime and limestone.....	80,170
Agricultural products, merchandize, manufactures, live stock, lumber and other articles	154,758
Total.....	1,058,672

The rate of fare for passengers charged for the respective classes, per mile, as follows :

For first class through passengers: 3 cents and tax.

For first class way passengers: $3\frac{1}{2}$ cents and tax.

The rate per ton (of 2,000 pounds) per mile charged for freight :

For through freight.....	2 to 3 cents.
For through coal.....	$1\frac{3}{4}$ "
For local freight.....	4 "
For local coal.....	$1\frac{81}{100}$ "

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including build- ings.....	\$206,379 83
Taxes on real estate.....	5,334 57
Total.....	<u>211,714 40</u>

Repairs of machinery :

Repairs of engines and tenders.....	\$39,124 36
Repairs of passenger, baggage and freight cars...	86,210 93
Total.....	<u>125,335 29</u>

Operating the road :

Office expenses, stationery, &c.....	\$4,742 39
Agents and clerks, labor, (loading and unloading freight,) porters, watchmen and switch tenders, and wood and water station attendance.....	29,420 00
Conductors, baggage masters and brakemen.....	35,837 85
Engineers and firemen	38,971 40
Fuel, and cost of preparing for use.....	32,783 05
Oil and waste for engines and tenders, passenger, baggage and freight cars	14,580 87
Loss and damage of goods and baggage	2,716 09
Use of freight cars.....	14,360 64

Damage for injury of persons.....	\$5,386 11
Damage to property, including damage by fire and cattle killed on road.	465 00
General superintendence	8,125 02
Contingencies	21,412 26
Total.....	208,800 68

RECEIPTS.

Months.	Passengers.	Freight.	Mail and express.	Total.
November, 1867.....	\$11,181 56	\$60,289 59	\$1,005 90	.....
December, 1867.....	10,728 84	48,201 52	972 20	.....
January, 1868.....	9,114 27	52,533 85	860 87	.....
February, 1868.....	7,972 06	49,714 47	850 43	.....
March, 1868.....	8,220 38	52,810 76	848 33	.....
April, 1868.....	9,953 26	66,010 50	934 22	.....
May, 1868.....	9,852 71	65,657 44	883 43	.....
June, 1868.....	10,775 28	60,335 33	868 83	.....
July, 1868.....	12,108 37	51,604 46	823 96	.....
August, 1868.....	11,150 04	61,010 36	855 69	.....
September, 1868.....	11,541 74	69,378 25	851 49	.....
October, 1868.....	11,922 09	66,706 42	1,038 25	.....
Total.....	124,520 60	707,252 95	10,793 60	\$842,567 15

Summary of payments:

For construction and equipment.....	\$34,454 80
For maintaining and operating the road.....	490,325 06
For interest.....	146,212 74
For miscellaneous	6,376 94
For surplus funds.....	19,106 75
For State tax on capital stock and tonnage.....	38,634 83
For United States tax.....	10,769 09
Total.....	745,880 21

Cost of transportation:

What express companies run on your road, and on what terms?
 Hope and Howard express companies, paying for transportation
 of messengers and first class rates.

ACCIDENTS.

	Killed.	Injured.
Passengers.....	0	9
Employees	3	1
Others.....	3	1
Total.....	<u>6</u>	<u>11</u>

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows :

December 24, 1867. Mr. Neyhart fatally injured and Mr. Belinger cut on the head. Undertook to drive across track, about 80 rods below Espy, ahead of passenger train. Were caught and run over.

1868.

February 20. Passenger car thrown off track near Pittston, by broken rail. William Bacon Stevens badly injured; recovered. J. W. Mossman, James Lewis, Rev. Mr. Long, Mr. Merrick, Mr. A. Miller, Rev. Isaac Cohen, Mr. A. D. Fillian and Mr. Johnston, slightly injured.

February 28. John Brown, brakeman, in coupling cars at Danville, fell between cars, was run over and killed.

April 5. Daniel Foley, run over by coal train between Plymouth and Nanticoke. Particulars not known. Done in the night, and he was not discovered until the next morning. Fatally injured.

May 16. Frank Norton, brakeman on coal train, fell through car, was run over and killed.

June 13. R. E. Brown, fireman, killed, and P. Costello slightly injured. Passenger train ran off track near Taylorsville, engine going into river.

July 3. A child, about two years old, playing on track at Boston mines, was run over and killed.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
John Brisbin	Seranton, Pa.
Joseph H. Seranton.....	Seranton, Pa.
Moses Taylor.....	New York.
J. J. Blair	Blairstown, N. J.
T. F. Atherton.....	Wilkesbarre, Pa.
John C. Phelps.....	Wilkesbarre, Pa.
Samuel Hoyt	Kingston, Pa.
A. H. Reynolds.....	Kingston, Pa.
D. G. Driesbach.....	Beach Haven, Pa.
Payne Pettibone	Wyoming, Pa.
James Blair.....	Seranton, Pa.
W. R. Storrs.....	Seranton, Pa.
James Arehbald, President	Seranton, Pa.
John C. Phelps, Vise President.....	Wilkesbarre, Pa.
John Hinton, Secretary <i>pro tem</i>	Kingston, Pa.
John Hinton, Acting Treasurer.....	Kingston, Pa.
Henry A. Fender, Superintendent	Kingston, Pa.
Julian Clark, Ass't Superintendent	Kingston, Pa.

(No. 41.)

LAWRENCE.

STATE OF PENNSYLVANIA, }
Allegheny County, . } SS:

Personally appeared William McCreery, president, and F. M. Hutchinson, treasurer, of the Lawrence railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) WM. M'CREERY, *President.*
 F. M. HUTCHINSON, *Treasurer.*

Sworn and subscribed before me, this }
 7th day of January, 1869. }

THOS. M. BLAIR, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law: Authorized by
 charter to increase from time to time.

Amount of stock subscribed	\$150,400 00
Total amount now paid in of capital stock	150,400 00
Total amount now of funded debt	360,000 00
The amount now of floating debt	27,000 00
Total amount now of floating and funded debt ...	387,000 00
Rate per cent. per annum of interest on funded debt,	7 per cent.
Date and rate per cent. per annum of dividend or dividends	None.
Number of shares of stock	3,008
Par value of each share	\$50 00

COST OF ROAD AND EQUIPMENT.

	By present report
Construction, for year 1868	\$41,082 64
Equipment	None.
Total cost	399,409 66

CHARACTERISTICS OF ROAD.

Length of main line of road, from Lawrence junction, Pa., to Youngstown, Ohio	17 $\frac{4}{10}$ miles.
Length of road laid	17 $\frac{4}{10}$ miles.
Gauge of road	4 ft. 10 inches.
Weight of rail per yard on main track	60 pounds.
Branch roads owned by the company	None.
Roads worked or leased by the company	None.
Number of engine houses and shops	1
Number of engines : Operated by Pittsburg, Fort Wayne and Chicago railway company.	
Number of iron bridges	None.
Number of wooden bridges, (total length 625 feet,)	5
Number of stone bridges	None.
Number of railroads crossed	None.
Number of stations on main road	10
Number of wood and water stations on main road,	2
Value of real estate held by the company, exclu- sive of road way : Included in construction.	
Number of tunnels	None.
How is track laid and on what foundation? Cross ties, wrought chairs and gravel ballast.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger, freight and coal trains : Operated by Pittsburg, Fort Wayne and Chicago railway company.	
Number of passengers (all classes) carried in cars,	134,750
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	158,725

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1867.....	11, 275	June, 1868.....	10, 645
December, 1867.....	10, 422	July, 1868.....	12, 571
January, 1868.....	8, 996	August, 1868.....	13, 206
February, 1868.....	8, 316	September, 1868.....	13, 500
March, 1868.	9, 424	October, 1868.....	14, 100
April, 1868.....	11, 520		
May, 1868.....	10, 775	Total	134, 750

The amount of freight, specifying the quantity in tons :

Bituminous coal.....	23, 285	Manufactures	47, 173
Pig iron	71, 364	Live stock.....	818
Railroad iron.....	4, 327	Lumber	1, 891
Lime and limestone.....	3, 750	Other articles	1, 128
Agricultural products.....	1, 116		
Merchandise.....	3, 873	Total	158, 725

EXPENSES.

Maintaining the road or real estate of the corporation :

Passenger transportation.....	\$2,727 97
Freight transportation	5,455 94
Total	8,183 91

Repairs of machinery:

Passenger transportation	\$5,659 68
Freight transportation	11,319 36
Total	16,979 04

Operating the road:

Passenger transportation.....	\$6,984 47
Freight transportation	13,968 95
Total	20,953 42

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders, sale of bonds and other sources,	None.
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RECEIPTS.

Months.	Passengers.	Freight.	Mail and express.	Total.
November, 1867.....	\$2,059 45	\$5,726 56	\$260 00	\$8,046 01
December, 1867.....	2,041 49	4,311 25	260 00	6,612 74
January, 1868	1,706 60	5,623 79	356 67	7,687 06
February, 1868	1,715 32	5,059 16	336 67	7,111 15
March, 1868..	1,874 45	6,052 87	346 66	8,273 98
April, 1868.....	1,992 40	8,205 96	346 66	10,545 02
May, 1868.....	1,755 15	7,560 89	346 67	9,662 71
June, 1868.....	2,045 41	7,792 98	346 67	10,185 06
July, 1868.....	2,481 24	6,441 66	350 66	9,279 56
August, 1868.....	2,189 25	7,016 70	346 67	9,552 62
September, 1868.....	2,265 04	4,847 81	346 67	7,459 52
October, 1868.....	2,707 95	5,682 91	350 66	8,747 52
Total.....	24,833 75	74,322 54	4,006 66	103,162 95

Summary of payments:

For construction and equipment.....	\$41,082 64
For maintaining and operating the road, and taxes,	46,116 37
For interest.....	21,938 50
For miscellaneous	18,255 88
 Total	 127,393 39

Cost of transportation:

What express companies run on your road, and on what terms? Merchants' Union express company. Terms: The P. F. W. and C. railway agree to carry 3,000 lbs. of express freight, daily, between New Castle and Youngstown, for which they are to receive \$10 per day, any excess over this amount to be charged at fifteen cents per 100 lbs.

What transportation or freight companies run on your road, and on what terms? None.

ACCIDENTS.

Reported by Pittsburg, Fort Wayne and Chicago railway Co.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address
Wm. M'Creery.....	Pittsburg, Pa.
Geo. W. Cass.....	Pittsburg, Pa.
Wm. Harbaugh.....	Sewickley, Pa.
J. N. M'Cullough.....	Pittsburg, Pa.
Kent Jarvis.....	Massillon, Ohio.
Caleb B. Wick.....	Youngstown, Ohio
Jno. Larwell.....	Wooster, Ohio.
Wm. M'Creery, President.....	Pittsburg, Pa.
F. M. Hutchinson, Secretary and Treasurer.....	Pittsburg, Pa.

(No. 42.)

LAKE SHORE.

STATE OF OHIO, }
Cuyahoga County, } ss:

Personally appeared J. H. Devereux, vice president, and Geo. B. Ely, treasurer, of the Lake Shore railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) J. H. DEVEREUX, *Vice President.*
 GEO. B. ELY, *Treasurer.*

Sworn and subscribed before me, this }
 23d day of November, 1868. }

N. BARTLETT, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$15,000,000 00
Amount of stock subscribed	8,750,000 00
Amount paid in as by last report.....	8,750,000 00
Total amount now paid in of capital stock.....	8,750,000 00
Funded debt, as per last report	2,500,000 00
Total amount now of funded debt.....	2,500,000 00
Floating debt, as by last report.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt...	2,500,000 00
Rate per cent. per annum of interest on funded debt.	7 per cent.
Date and rate per cent. per annum of dividend or dividends: January and July, 1868, each.....	3½ per cent.
Number of shares of stock.....	175,000
Par value of each share	\$50 00
Amount of capital on which the respective dividends were declared	8,750,000 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$3,882,089 64	\$3,852,089 64
Equipment	986,337 49	986,337 49
Total cost	<u>4,868,427 13</u>	<u>4,868,427 13</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Erie, Pa., to Cleveland, O.....	95.528 miles.
Length of road laid—Erie to Cleveland—including sidings	156.418 “
Length of double track of road.....	30.792 “
Length of sidings.....	30.098 “
Gauge of road.....	4 ft. 9½ in
Weight of rail per yard on main track.....	60 pounds.
Roads worked or leased by the company and their length, viz: Cleveland and Toledo railroad and Jamestown and Franklin railroad.	
Number of engine houses and shops.....	7
Number of engines	44
Number of first class passenger cars, rated as eight wheel cars, (average cost of each, \$2,400,).....	23
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each, \$1,500,).....	16
Number of freight cars, rated as eight wheel cars, (average cost of each, \$650,)	966
Number of coal cars, rated as eight wheel cars, (ave- rage cost of each, \$600,).....	141
Number of iron bridges, (total length in feet, 160,).....	1
Number of wooden bridges, (total length in feet, 1,055,).....	3
Number of stone bridges, (total length in feet, 371,).....	1
Number of railroads crossed: One—the Cleveland and Pittsburg, in Cleveland, east of Union pas- senger depot.	
Number of stations on main road	19
Number of wood and water stations on main road,	12

Number of tunnels.....	None.
How is track laid, and on what foundation? With fish splices and plate chairs, on gravel ballast.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	339,736
Number of miles run by freight trains.....	487,941
Number of through passengers for the year on main road	228,293
Number of passengers (all classes) carried in cars,	417,280
Number of tons of 2,000 lbs. of through freight for the year on main road	753,990
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	1,058,990
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)....	24
Average rate of speed adopted by express trains, including stops.....	32
Average rate of speed adopted by freight trains, including stops.....	14
Weight of first class passenger and freight engines,	29 tons.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1867.....	38,808	May, 1868.....	33,120
December, 1867.....	31,279	June, 1868.....	35,471
January, 1868.....	24,543	July, 1868.....	37,408
February, 1868.....	24,135	August, 1868.....	37,898
March, 1868.....	33,670	September, 1868.....	45,474
April, 1868.....	35,778	October, 1868.....	39,696
		Total.....	417,280

The amount of freight, specifying the quantity in tons:

Anthracite and bituminous coal,	221,988	Agricultural products.....	200,449
Petroleum.....	4,657	Merchandise	258,824
Flour.....	66,103	Manufactures.....	1,743
Railroad iron.....	3,176	Live stock.....	168,694
Other iron or castings	10,981	Lumber	25,098
Iron and other ores	35,387	Other articles.....	61,759
Lime and limestone.....	131		
		Total	1,058,990

The rate of fare for passengers charged for the respective classes, per mile, as follows:

For first class through passengers.....	$2\frac{9}{10}$ cents.
For first class way passengers.....	$3\frac{5}{10}$ “
For second class through passengers	2 “
For second class way passengers.....	1 “

The rate per ton (of 2,000) pounds per mile charged for freight:

For through freight.....	2 cents.
For through coal	$1\frac{1}{4}$ “
For local freight.....	$2\frac{1}{2}$ “
For local coal	2 “

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Pass. transportation.	Freight transportation.
Repairs or maintenance of way, including buildings.....	\$420,476 65	\$176,600 19	\$243,876 46
Taxes on real estate.....	51,973 38	24,348 82	33,624 56
Total.....	478,450 03	200,949 01	277,501 02
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$83,446 70	\$35,047 61	\$48,399 09
Repairs of passenger and baggage cars.....	51,305 60	51,305 60	.....
Repairs of freight cars.....	116,501 14	.....	116,501 14
Repairs of tools and machinery in shops: No account kept.....	.....	.....	.....
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops: No account kept.....	.....	.....	.....
Total.....	251,253 44	86,353 21	164,900 23
OPERATING THE ROAD.			
Office expenses, stationery, agents, clerks, labor—loading and unloading freight—porters, watchmen, switch tenders, wood and water station attendance, conductors, baggage masters, brakemen, engineers and firemen.....	\$436,939 22	\$145,374 67	\$291,564 55
Fuel, and cost of preparing for use.....	186,219 50	65,176 83	121,042 67
Oil and waste for engines and tenders, passenger baggage and freight cars.....	14,170 50	4,251 15	9,919 35
Loss and damage of goods and baggage.....	5,226 17	234 02	4,992 15
Use of freight cars, locomotives, &c.....	33,680 29	7,226 76	26,453 53
Damage for injury of persons.....	3,815 20	.....	3,815 20
Damage to property, including damage by fire and cattle killed on road.....	1,035 00	517 50	517 50
General superintendence.....	27,117 14	11,387 20	15,729 94
Total.....	708,203 02	234,168 13	474,034 89

RECEIPTS.

Months.	Passengers.	Freight.	Mail and ex- press.	Totals.
November, 1867.....	\$77,695 24	\$121,062 21	\$17,480 58	\$216,238 03
December, 1867.....	62,027 24	123,807 78	23,032 94	208,867 96
January, 1868.....	51,438 65	140,504 07	13,891 92	205,834 64
February, 1868.....	49,541 41	128,685 04	12,473 56	190,700 01
March, 1868.....	68,503 64	131,371 88	14,052 37	213,927 89
April, 1868.....	71,493 72	149,098 23	14,914 01	235,505 96
May, 1868.....	66,080 17	105,238 17	12,755 36	184,073 70
June, 1868.....	71,473 21	86,127 96	11,892 62	169,493 79
July, 1868.....	68,859 32	79,147 89	11,209 16	159,216 37
August, 1868.....	74,634 12	112,782 13	12,697 23	200,113 48
September, 1868.....	103,151 43	125,949 47	14,620 61	243,721 51
October, 1868.....	94,972 05	129,575 29	15,387 41	239,934 75
Total.....	859,870 20	1,433,350 12	174,407 77	2,467,628 09

Summary of payments :

For maintaining and operating the road.....	\$1,379,933 11
For dividends.....	612,500 00
For interest.....	175,000 00
For miscellaneous.....	69,888 46
For surplus funds.....	94,669 08
For State tax on capital stock and tonnage, and real estate, &c., in Ohio and Pennsylvania.....	57,973 38
For United States tax.....	77,664 06
Total.....	<u>2,467,628 09</u>

Cost of transportation :

Cost per passenger per mile, proximate average...	.01 ⁵⁸ / ₁₀₀ cents.
Cost per ton freight per mile, proximate average...	.01 ³⁸ / ₁₀₀ “

What express companies run on your road, and on what terms ?
The American express company, the United States express company, and the Merchants' Union express company—all at a fixed daily rate.

ACCIDENTS.

	Killed.	Injured.
Others.....	2	1
Total.....	<u>2</u>	<u>1</u>

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows :

1868.

January 10. J. H. Miles killed near Girard station; was walking on track, and struck by Erie and Pittsburg express.

August 17. E. A. Pierce injured at Ashtabula station by night express. Cause unknown.

September 6. C. Cole was struck by Cincinnati express, near Fairview, and killed. Was intoxicated, and walking on the track.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
J. H. Devereux.....	Cleveland, O.
J. H. Wade.....	Cleveland, O.
A. Stone, Jr.....	Cleveland, O.
Stillman Witt	Cleveland, O.
George B. Ely.....	Cleveland, O.
William Collins.....	Cleveland, O.
H. B. Payne.....	Cleveland, O.
Thomas M. Kelley.....	Cleveland, O.
J. W. Wetmore.....	Erie, Pa.
Henry Rawle.....	Erie, Pa.
Charles P. Wood.....	Auburn, N. Y.
H. E. Parsons.....	Ashtabula, O.
Samuel J. Randall.....	Philadelphia, P
J. H. Devereux, Acting President.....	Cleveland, O.
George B. Ely, Secretary	Cleveland, O.
George B. Ely, Treasurer.....	Cleveland, O.
Henry Nottingham, Superintendent.....	Cleveland, O.

(No. 43.)

LEHIGH LUZERNE.

OFFICE OF LATE LEHIGH LUZERNE R. R. Co., }
Philadelphia, October 1, 1868. }

Gen. J. F. HARTRANFT, *Auditor General*:

DEAR SIR:—Yours of the 30th ult., with blank returns, has come to hand. The Lehigh Luzerne railroad company was merged under the law into the Lehigh Valley railroad company, June 16, 1868. That company will therefore include reports of the late company in their return.

Respectfully yours,

EDWARD ROBERTS, JR.,

Late Treasurer.

(No. 44.)

LEHIGH AND LACKAWANNA.

STATE OF PENNSYLVANIA }
Northampton County, } ss:

Personally appeared Charles Brodhead, president of the Lehigh and Lackawanna railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of his knowledge and belief.

(Signed) CHARLES BRODHEAD, *President.*

Sworn and subscribed before me, this }
 16th day of December, 1868. }

BENJ. F. SCHNELLER, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$1,000,000 00
Amount paid in as by last report.....	375,100 00
Total amount now paid in of capital stock	375,100 00
Funded debt, as per last report.....	200,000 00
Total amount now of funded debt.....	300,000 00
The amount now of floating debt, about.....	20,000 00
Rate per cent. per annum of interest on funded debt:	
7 per cent., and State and United States taxes thereon.	
Number of shares of stock.....	7,502
Par value of each share	\$50 00

COST OF ROAD AND EQUIPMENT.

Total cost.....	\$675,100 00
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CHARACTERISTICS OF ROAD.

Length of main line of road, from Bethlehem to Stroudsburg, on Delaware, Lackawanna and Western railroad.....	36 miles.
Length of road laid: 15 miles laid; 25 miles graded.	

Length of sidings.....	1 mile.
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	50 pounds.
Branch roads owned by the company and their length, viz:	None.
Roads worked or leased by the company, viz:	None.
Number of engine houses and shops: 1 engine house.	
Number of engines	<u>1</u>

The cars used on our road are furnished by the Lehigh coal and navigation company, and the road is operated by that company under an agreement with us. All returns of the business done on the road will be made by the Lehigh coal and navigation company.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Charles Brodhead.....	Bethlehem, Pa.
Augustus Wolle.....	Bethlehem, Pa.
James S. Cox.....	Philadelphia, Pa.
John Leisenring.....	Mauch Chunk, Pa.
Wm. F. Biddle.....	Philadelphia, Pa.
Charles Brodhead, President.....	Bethlehem, Pa.
James Jenkins, Secretary.....	Bethlehem, Pa.
Felix W. Leinbach, Treasurer.....	Bethlehem, Pa.
John P. Ilsley, Superintendent.,	Bethlehem, Pa.

(No. 45.)

LEHIGH AND SUSQUEHANNA.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Edward W. Clark, president, and Solomon Shepherd, treasurer, of the Lehigh coal and navigation company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) E. W. CLARK, *President.*

SOLO'N SHEPHERD, *Treasurer.*

Sworn and subscribed before me, this }
 20th day of January, 1869. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

The Lehigh and Susquehanna railroad is owned by the Lehigh coal and navigation company, and has no separate organization, stock or debt.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$9,459,624 87	\$10,875,096 89
Equipment.....	1,747,141 47	2,695,500 38
Total cost.....	<u>11,206,766 34</u>	<u>13,570,597 27</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Phillipsburg to Union Junction.....	105 miles.
Length of road laid.....	105 "
Length of double track of road.....	3 "
Length of sidings.....	13 "
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track: 44 miles steel rail, 60 pounds.	

Branch roads owned by the company and their length, viz: Nescopee branch, 9 miles; Nanticoke branch, 25 miles; Coplay branch, 1 mile.

Roads worked or leased by the company, viz: Lehigh and Lackawanna railroad, 15 miles.

Number of engine houses and shops	10
Number of engines	53
Number of first class passenger cars, rated as eight wheel cars, (average cost of each, \$4,500,).....	13
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each, \$2,900,).....	8
Number of freight cars, rated as eight wheel cars, (average cost of each, \$600,).....	359
Number of coal cars, rated as eight wheel cars, (average cost of each, \$550,).....	2,774
Number of iron bridges, (total length in feet, 4,050,).....	10
Iron viaduct, (total length in feet, 432,)	1
Iron girders, (total length in feet, 188,)	7
Number of wooden bridges, (total length in feet, 3,500,).....	19
Number of stone bridges	None.
Number of railroads crossed: One, twice at grade and twice above.	
Number of stations on main road	38
Number of wood and water stations on main road,	17
Number of tunnels, (length of each, 1,800 feet and 396 feet,).....	2
How is track laid, and on what foundation? Gravel and stone ballast and wood cross-ties.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	164,495
Number of miles run by freight trains.....	102,207
Number of miles run by coal trains.....	652,072
Number of through passengers for the year on main road.....	4,077
Number of passengers (all classes) carried in cars,	202,584

Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	1,038,694
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)....	20
Average rate of speed adopted by express trains, including stops.....	22
Average rate of speed adopted by freight trains, including stops.....	10
Weight of first class passenger engines.....	28 tons.
Weight of freight engines.....	35 “

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1867.....	8,943	June, 1868.....	19,957
December, 1867.....	9,214	July, 1868.....	21,493
January, 1868.....	8,118	August, 1868.....	23,307
February, 1868.....	12,687	September, 1868.....	23,058
March, 1868.....	15,929	October, 1868.....	23,746
April, 1868.....	17,343		
May, 1868.....	18,789	Total.....	202,584

The amount of freight, specifying the quantity in tons :

Anthracite coal.....	945,343	Lime and limestone.....	8,044
Bituminous coal.....	305	Agricultural products, merchandize and manufactures...	19,336
Petroleum.....	619	Live stock.....	115
Pig iron.....	11,830	Lumber.....	35,680
Railroad iron.....	1,385	Other articles.....	1,896
Other iron or castings.....	1,761		
Iron and other ores.....	5,932	Total.....	1,038,694
Slate.....	6,448		

The rate of fare for passengers charged for the respective classes, per mile, as follows :

For first class through passengers.....	3 cents.
For first class way passengers.....	3 “

The rate per ton (of 2,000 pounds) per mile charged for freight:

For through freight.....	3 cents.
For through coal.....	1 $\frac{3}{4}$ “
For local coal.....	3 “

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including build- ings.....	\$156,315 02
Taxes on real estate: Included in miscellaneous.	
Total.....	<u>156,315 02</u>

Repairs of machinery :

Repairs of engines and tenders	\$73,229 48
Repairs of passenger and baggage cars	8,458 98
Repairs of freight, coal and hand cars.....	150,621 83
Repairs of tools and machinery in shops	8,190 01
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops: Included below.	
Total.....	<u>240,500 30</u>

Operating the road:

Office expenses, stationery, agents, clerks, &c.....	\$461,449 55
Total expenses	<u>\$701,949 85</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From sale of bonds	<u>\$6,213,650 00</u>
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RECEIPTS.

Passengers.....	\$92,930 23
Freight, including coal.....	843,324 75
Mail and express.....	1,181 25
Use of cars.....	82,718 29
Miscellaneous	7,263 59
Total.....	<u>1,027,418 11</u>

Summary of payments:

For construction and equipment.....	\$2,363,830 93
For maintaining and operating the road.....	858,264 87
Total.....	<u>3,222,095 80</u>

ACCIDENTS.

	Killed.	Injured.
Employees.....	4	4
Others.....	1	1
Total	<u>5</u>	<u>5</u>

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows:

1868.

July 14. Patrick Hagerty had his arm bone split by being thrown off cars at Coalport, caused by switch being out of order.

August 15. John Sydon had cut over left eye, Ed. M'Ague had side of face and neck bruised, and Patrick Finlin had shoulder sprained, caused by extra train colliding with gravel train at Leslie's run, the conductor of gravel train having given erroneous report as to his locality.

August 10. Fred. Bates, brakeman, had his leg broken by being caught between cars while shifting at Nescopee Junction.

September 2. William Edwards, fireman, was instantly killed while putting down brakes, caused by second section of coal train running into first section, half mile north of White Haven.

September 11. John Lynch, brakeman, was killed by being run over by coal train; supposed cause that while flaging he sat down on rail and fell asleep.

September 28. James Lyons was run over and instantly killed by shop train at Wilkesbarre, caused by his attempting to jump from train while in motion.

October 6. Wilhelm Schrank, a section foreman, was run over and instantly killed, caused by special train running into his hand car two miles below Mauch Chunk.

October 9. Owen Kehoe, brakeman, was killed by being run over by train at Laurel run.

NAMES AND RESIDENCE OF OFFICERS.

Managers.	Post office address.
S. M. Felton.....	Philadelphia, Pa.
Francis R. Cope.....	Philadelphia, Pa.
Francis C. Yarnall.....	Philadelphia, Pa.
Fisher Hazard.....	Mauch Chunk, Pa.
Charles Parrish.....	Wilkesbarre, Pa.
Geo. F. Tyler.....	Philadelphia, Pa.
Philip C. Garrett.....	Philadelphia, Pa.
Charles Wheeler.....	Philadelphia, Pa.
Jesse E. Smith.....	Philadelphia, Pa.
Geo. Whitney.....	Philadelphia, Pa.
F. P. Dimpfel.....	Philadelphia, Pa.
Edward W. Clark, President.....	Philadelphia, Pa.
Mendes Cohen, Ass't President and Controller.....	Philadelphia, Pa.
F. Mitchell, Secretary.....	Philadelphia, Pa.
Solomon Shepherd, Treasurer.....	Philadelphia, Pa.
John P. Ilsley, Superintendent.....	Mauch Chunk, Pa.

(No. 46.)

LEHIGH VALLEY.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Charles Hartshorne, vice president, and Charles C. Longstreth, treasurer, of the Lehigh Valley railroad company, and in due form of law made affirmation, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) CHAS. HARTSHORNE, *Vice President.*
 CHAS. C. LONGSTRETH, *Treasurer.*

Affirmed and subscribed before me, }
 this 14th day of January, 1869. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Amount paid in as by last report	\$10,731,400 00
Total amount now paid in of capital stock	16,058,150 00
Funded debt, as per last report	1,437,000 0
Total amount now of funded debt	2,985,000 00
Floating debt, as by last report	866,111 00
The amount now of floating debt	1,013,563 25
Total amount now of floating and funded debt ...	3,998,563 25
Rate per cent. per annum of interest on funded debt,	6 per cent.
Date and rate per cent. per annum of dividend or dividends: January, April, July and October, 2½ per cent., each.	
Number of shares of stock	321,163
Par value of each share	\$50 00
Amount of capital on which the respective divi- dends were declared: January, \$10,731,400; April, \$12,858,150; July, \$15,305,950; October, 16,057,500.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$11,459,652 33	\$13,348,779 79
Equipment	3,407,489 59	4,193,059 24
Total cost	<u>15,867,141 92</u>	<u>17,541,839 03</u>

Cost of merged roads included.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Phillipsburg, N. J., to Wilkesbarre, Pa	101 miles.
Length of road laid, including double track and sidings	382 $\frac{64}{100}$ miles.
Length of double track of road, on main line and branches.....	86 $\frac{85}{100}$ “
Length of sidings, on main line and branches ...	96 $\frac{34}{100}$ “
Gauge of road.....	4 ft. 8 $\frac{1}{2}$ inches.
Weight of rail per yard on main track	57 and 60 lbs.
Branch roads owned by the company and their length, viz: Penn Haven Junction to Audenreid, 17.56 miles; Black Creek Junction to Mt. Car- mel, 42.62 miles; Penn Haven to Hazleton, 14.70 miles; branches to same, 6.51 miles; Hazle- ton railroad to Milnesville, 8.93 miles; branches to same, 8.13 miles.	
Road worked by the company, viz: Pennsylvania and New York railroad, Wilkesbarre to Tunk- hannock	30 $\frac{52}{100}$ miles.
Number of engine houses and shops: 20 engine houses, 7 shops.	
Number of engines	119
Number of first class passenger cars, (rated as eight wheel cars,)	22
Number of baggage, mail and express cars, (rated as eight wheel cars,)	11
Number of freight cars, (rated as eight wheel cars,) ..	313
Number of coal cars, (rated as eight wheel cars,) ..	4,488
Number of iron bridges, (total length in feet, 1,553,) ..	10

Number of wooden bridges, (total length in feet, 4,633,)	63
Number of stone bridges, (total length in feet, 192,)	17
Number of railroads crossed	6
Number of stations on main road	53
Number of wood and water stations on main road: 9 coal and wood, 26 water.	
Number of tunnels, (length 1,023 feet,).....	1
How is track laid and on what foundation? Oak and chestnut cross-ties, stone, gravel and cinder ballast.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	330,362
Number of miles run by freight trains	276,404
Number of miles run by coal trains	1,142,025
Number of passengers (all classes) carried in cars,	688,584
Gross amount of tonnage for the year (2,000 lbs. per ton,)	406,403,702
Average rate of speed adopted by ordinary pas- senger trains, including stops, (miles per hour,)	20
Average rate of speed adopted by express trains, including stops	25
Average rate of speed adopted by freight trains, including stops	10
Weight of first class passenger engines	52,000 lbs.
Weight of freight engines	63,000 to 97,000 lbs.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1867.....	58,457 $\frac{1}{2}$	June, 1868.....	60,484 $\frac{1}{2}$
December, 1867.....	55,956 $\frac{1}{2}$	July, 1868.....	74,111 $\frac{1}{2}$
January, 1868.....	48,402	August, 1868.....	63,237
February, 1868.....	35,703 $\frac{1}{2}$	September, 1868.....	68,299
March, 1868.....	45,327 $\frac{1}{2}$	October, 1868.....	72,537 $\frac{1}{2}$
April, 1868.....	53,146 $\frac{1}{2}$		
May, 1868.....	52,921	Total	688,584

The amount of freight, specifying the quantity in tons :

Anthracite coal.....	2,865,325	Lime and limestone.....	105,689.62
Bituminous coal.....	8,852	Manufactures	35,108.04
Petroleum.....	46,699.89	Live stock	103,736.50
Pig iron.....	181,538.67	Lumber	96,622.98
Railroad iron.....	38,621.13	Other articles.	280,968.30
Other iron or castings.....	18,419.25		
Iron and other ores.....	282,455.12	Total	<u>4,064,037.02</u>

The rate of fare for passengers charged for the respective classes, per mile, as follows :

For first class through passengers	3½ cents.
For first class way passengers.....	<u>3½ “</u>

The rate per ton (of 2,000 pounds) per mile charged for freight :

For freight, and tolls on merchandize, (average,) ..	<u>2$\frac{6.2}{100}$ cents.</u>
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EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including build- ings	\$690,752 10
Taxes on real estate.....	8,738 63
Total	<u>699,490 73</u>

Repairs of machinery :

Repairs of engines and tenders.....	\$172,296 15
Repairs of passenger and baggage cars	32,092 89
Repairs of freight cars	378,073 14
Total	<u>582,462 18</u>

Operating the road :

Total	<u>\$1,227,436 21</u>
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RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders.....	\$401,530 00
From sale of bonds	1,372,575 00
From other sources	78,351 26
Total.....	1,852,456 26

RECEIPTS.

Months.	Passengers.	Freight.	Mail and express.	Use of cars.	Coal.	Total.
Nov., 1867..	\$32,810 08	\$72,763 08	\$4,237 68	\$255 64	\$278,489 59	\$388,556 07
Dec., 1867..	30,553 21	48,271 75	2,045 88	244 98	170,409 35	251,525 17
Jan., 1868..	26,215 30	50,239 42	1,722 51	373 72	187,861 60	236,412 55
Feb., 1868..	18,707 90	51,471 77	1,621 91	426 00	167,774 38	240,001 96
Mar., 1868..	23,997 80	59,474 35	2,016 17	206 92	205,307 88	291,003 12
April, 1868..	28,026 97	71,685 94	2,089 10	221 78	239,914 18	341,937 97
May, 1868..	26,046 47	74,033 67	2,125 29	1,623 55	243,744 16	347,573 14
June, 1868..	28,992 93	70,216 50	2,142 86	307 09	312,835 46	414,495 84
July, 1868..	38,820 72	59,103 81	1,852 39	236 47	147,172 14	247,185 53
Aug., 1868..	33,977 15	65,662 05	5,248 56	.....	304,256 09	409,143 85
Sept., 1868..	36,176 78	69,202 58	2,192 57	359 19	350,028 39	457,959 51
Oct., 1868..	35,539 55	75,224 57	2,105 30	457 61	393,359 75	506,686 78
Total.....	359,865 86	767,349 49	29,400 22	4,712 95	3,001,152 97	4,162,481 49
Miscellaneous.....						58,054 08
Total						4,220,535 57

Summary of payments:

For construction and equipment	\$332,792 15
For maintaining and operating the road	2,509,389 12
For dividends	1,373,825 00
For interest.....	143,126 93
For miscellaneous	93,505 81
For State tax on capital stock, tonnage, &c., paid and accrued.....	110,623 93
For United States tax	116,090 51
Total	4,679,353 45

ACCIDENTS.

	Killed.	Injured.
Passengers	0	1
Employees	10	16
Others	15	3
Total	25	20

The injury to the one passenger was very slight, and was caused entirely by his own carelessness.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Hon. Asa Packer.....	Philadelphia.
Charles Hartshorne.....	Philadelphia.
William W. Longstreth.....	Philadelphia.
Edward H. Trotter	Philadelphia.
John Taylor Johnston.....	New York.
William H. Gatzmer.....	Philadelphia.
David Thomas.....	Catasauqua, Pa.
Ashbel Welch	Lambertville, N. J.
John N. Hutchinson.....	Easton, Pa.
William L. Conyngham.....	Wilkesbarre, Pa.
Ario Pardee.....	Hazleton, Pa.
Edward Roberts.....	Philadelphia.
William A. Ingham	Philadelphia.
Hon. Asa Packer, President	Philadelphia.
Charles Hartshorne, Vice President.....	Philadelphia.
Lloyd Chamberlain, Secretary	Philadelphia.
Charles C. Longstreth, Treasurer	Philadelphia.
Robert H. Sayre, Superintendent	Bethlehem, Pa.

(No. 47.)

LITTLE SAW MILL RUN.

STATE OF PENNSYLVANIA, } ss:
Allegheny County,

Personally appeared Wm. Espy, president, and Jacob Henrici, treasurer, of the Little Saw Mill Run railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) WM. ESPY, *President.*

JACOB HENRICI, *Treasurer.*

Sworn and subscribed before me, this }
 26th day of November, 1868. }

JOS. SNOWDEN, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$250,000 00
Amount of stock subscribed.....	83,745 95
Amount paid in as by last report.....	83,562 00
Total amount now paid in of capital stock.....	83,745 95
Funded debt, as per last report.....	48,166 67
Total amount now of funded debt.....	42,166 67
Floating debt, as by last report	674 86
The amount now of floating debt	2,895 05
Total amount now of floating and funded debt ...	45,061 72
Rate per cent per annum of interest on funded debt,	7 per cent.
Date and rate per cent. per annum of dividend or dividends: 1st January and July, '68, 7 per cent.	
Number of shares of stock.....	1,674
Par value of each share.....	\$50 00
Amount of capital on which the respective divi- dends were declared.....	83,745 95

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment.....	\$91,011 44	\$91,011 44
Total cost	<u>91,011 44</u>	<u>91,011 44</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Ohio river to mines	3 miles.
Length of road laid.....	3 "
Length of double track of road	None.
Length of sidings.....	1 mile.
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	50 pounds.
Branch roads owned by the company, and their length.....	None.
Roads worked or leased by the company.....	None.
Number of engine houses and shops	3
Number of engines.....	3
Number of first class passenger cars, (rated as eight wheel cars,).....	None.
Number of baggage, mail and express cars, (rated as eight wheel cars,)	None.
Number of freight cars, (rated as eight wheel cars,)	None.
Number of coal cars, rated as four wheel cars, (average cost of each, \$190,).....	45
Number of iron bridges	None.
Number of stone bridges	None.
Number of railroads crossed	None.
Number of stations on main road	None.
Number of wood and water stations on main road,	1
Value of real estate held by the company, exclusive of road way	\$83,625 00
Number of tunnels	<u>None.</u>

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	None.
Number of miles run by freight trains	None.

Number of miles run by coal trains, about.....	12,000
Number of through passengers for the year on main road.....	None.
Number of passengers (all classes) carried in cars,	<u>None.</u>

The amount of freight, specifying the quantity in tons:

Bituminous coal	<u>123,642</u>
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EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs or maintenance of way, including buildings,	\$8,027 75
Taxes on real estate.....	547 80
Total.	<u>8,575 55</u>

Repairs of machinery:

Repairs of engines and tenders.....	\$6,487 02
Repairs of coal cars.....	2,184 72
Repairs of freight cars.....	None.
Repairs of tools and machinery in shops	1,366 03
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	209 85
Total.....	<u>10 247 62</u>

Operating the road:

Office expenses, stationery, &c	\$71 96
Agents and clerks	800 00
Labor—loading and unloading freight	2,037 31
Porters, watchmen and switch tenders	None.
Wood and water station attendance	None.
Engineers, firemen, brakemen and fuel, including oil and waste.....	4,568 43
Fuel, and cost of preparing for use: Included above.	
Grease for cars	19 25

Use of freight cars.....	None.
Shoveling snow	None.
Damage for injury of persons.....	None.
Damage to property, including damage by fire and cattle killed on road	175 00
General superintendence	1,200 00
Contingencies	1,007 93
Total.....	<u>9,879 88</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders.....	None.
From sale of bonds	None.
From other sources	<u>None.</u>

RECEIPTS.

Freight.....	\$35,277 88
Transportation and use of cars.....	9,972 25
Total.....	<u>45,250 13</u>

Summary of payments:

For maintaining and operating the road.....	\$28,703 05
For dividends.....	5,571 88
For interest.....	3,220 07
For miscellaneous.....	7,367 49
For State tax on capital stock and tonnage.....	1,658 68
For United States tax.....	666 40
Total.....	<u>47,187 57</u>

What transportation or freight companies run on your road,
and on what terms? None. Hartley and Marshall.

ACCIDENTS.

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Jacob Henrici.....	Economy, Beaver co., Pa.
Jehu Haworth.....	Pittsburg, Pa.
Wm. Marshall.....	Temperanceville, Pa.
Wm. H. Brown.....	Pittsburg, Pa.
N. P. Fetterman	Pittsburg, Pa.
Richard Dewhurst.....	Allegheny, Pa.
Wm. Espy, President.....	Pittsburg, Pa.
N. P. Fetterman, Secretary.....	Pittsburg, Pa.
Jacob Henrici, Treasurer.	
Wm. Espy, Superintendent.	

(No. 48.)

LITTLESTOWN.

STATE OF PENNSYLVANIA, }
Adams County, } ss:

Personally appeared Ephraim Myers, president, and George Stonesifer, treasurer, of the Littlestown railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) EPHRAIM MYERS, *President.*

GEORGE STONESIFER, *Treasurer.*

Sworn and subscribed before me, this }
 30th day of November, 1868. }

JOHN M'ILVAIN, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$75,000 00
Amount of stock subscribed	53,750 00
Amount paid in as by last report.....	46,225 00
Number of shares of stock.....	695
Par value of each share	\$50 00
Amount of capital on which the respective dividends were declared.....	None declared.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$59,400 00	\$59,400 00
Land damages and buildings.....	16,600 00	16,600 00
Total cost.....	<u>76,000 00</u>	<u>76,000 00</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Hanover to Littlestown	7 $\frac{1}{4}$ miles.
Length of road laid.....	7 $\frac{1}{4}$ "
Length of sidings.....	2,268 feet.

Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	50 and 56 lbs.
Branch roads owned by the company, and their length.....	None.
Roads worked or leased by the company.....	None.
Number of engine houses and shops.....	1
Number of engines.....	None.
Number of first class passenger cars, (rated as eight wheel cars,).....	None.
Number of baggage, mail and express cars, (rated as eight wheel cars,).....	None.
Number of freight cars, (rated as eight wheel cars,).....	None.
Number of coal cars, (rated as eight wheel cars,)..	None.
Number of iron bridges.....	None.
Number of wooden bridges, (total length in feet, 120,).....	3
Number of stone bridges.....	None.
Number of railroads crossed.....	None.
Number of stations on main road.....	2
Number of wood and water stations on main road: Two—one at each end.	
Value of real estate held by the company, exclu- sive of road way.....	\$500 00
Number of tunnels.....	None.
How is track laid, and on what foundation? On earth and stone.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	5,292
Number of miles run by freight trains.....	5,292
Number of miles run by coal trains.....	No coal trains.
Number of through passengers for the year on the main road.....	5,400
Number of passengers (all classes) carried in cars,	5,400
Number of tons of 2,000 lbs. of through freight for the year on main road.....	13,179
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	13,179

Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)....	20
Average rate of speed adopted by express trains, including stops.....	20
Average rate of speed adopted by freight trains, including stops.....	20
Weight of first class passenger engines.....	Have none.
Weight of freight engines.....	Have none.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1867.....	368	June, 1868.....	575
December, 1867.....	367	July, 1868.....	465
January, 1868.....	402	August, 1868.....	695
February, 1868.....	366	September, 1868.....	748
March, 1868.....	439	October, 1868.....	1,028
April, 1868.....	623		
May, 1868.....	484	Total	5,400

The amount of freight, specifying the quantity in tons:

Anthracite coal.....	1,572	Merchandize	669
Other iron or castings.....	121	Lumber	1,870
Iron and other ores	6,912		
Agricultural products.....	2,035	Total	13,179

The rate of fare for passengers charged for the respective classes, per mile, as follows:

For first class through passengers.....	4 cents.
For first class way passengers.....	4 “
For second class through passengers.....	4 “
For second class way passengers	4 “

The rate per ton (of 2,000 lbs.) per mile charged for freight:

For through freight.....	50 cents.
For through coal	35 “
For local freight	Same rate.
For local coal	“

EXPENSES.

Repairs of machinery:

This road is operated by the Hanover Branch railroad company, and these repairs are made by said company at the expense of said company.

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT

None.

RECEIPTS.

Months.	Passengers.	Freight.	Mail and express.	Total.
November, 1867.....	\$106 70	\$359 07		
December, 1867.....	108 25	419 54		
January, 1868.....	116 70	575 53	\$100 00	
February, 1868.....	109 10	539 81		
March, 1868.....	133 00	494 50		
April, 1868.....	183 70	443 19	100 00	
May, 1868.....	144 70	462 75		
June, 1868.....	154 25	493 60		
July, 1868.....	139 55	459 44		
August, 1868.....	186 65	276 22	92 50	
September, 1868.....	172 30	459 67		
October, 1868.....	154 75	550 67	35 00	
Total	1,709 65	5,634 67	327 50	\$7,671 82

Summary of payments:

Maintaining and operating the road: Paid Hanover company for operating road \$2,213 40.

Dividends	None.
Interest.....	None.
Expense of maintaining road—pay of employees, &c.,	\$3,893 85
Surplus funds	6,107 25
United States tax	59 42
Total	<u>6,166 67</u>

Total amount of surplus fund..... \$1,505 15

Cost of transportation:

Cost per passenger per mile, proximate average...	Cannot say.
Cost per ton freight per mile, proximate average..	<u><u>Cannot say.</u></u>

What express companies run on your road, and on what terms?
 Adams express company, at the rate of 60 cents a 1,000 pounds.
 Very little carried.

What transportation or freight companies run on your road,
 and on what terms? None.

ACCIDENTS.

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Ephraim Myers.....	Littlestown, Adams co., Pa.
George Stonesifer.....	Littlestown, Adams co., Pa.
Joseph Barker.....	Littlestown, Adams co., Pa.
Wm. M'Sherry.....	Littlestown, Adams co., Pa.
Jacob Wirt.....	Hanover, York co., Pa.
Jas. C. Clarke.....	Baltimore county.
Ephraim Myers, President	Littlestown, Adams co., Pa.
Wm. M'Sherry, Secretary.	
George Stonesifer, Treasurer.	
Ephraim Myers, Superintendent.	

(No. 49.)

LITTLE SCHUYLKILL NAVIGATION.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared John F. Blandy, president, and Jos. Lapsley Wilson, treasurer, of the Little Schuylkill navigation, railroad and coal company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) JOHN F. BLANDY, *President.*

JOS. LAPSLEY WILSON, *Treasurer.*

Sworn and subscribed before me, this }
 27th day of November, 1868. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	Unlimited.
Amount of stock subscribed.....	\$2,646,100 00
Amount paid in as by last report.....	2,646,100 00
Total amount now paid in of capital stock	2,646,100 00
Funded debt, as per last report.....	868,000 00
Total amount now of funded debt.....	807,500 00
Floating debt, as by last report	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt....	807,500 00
Rate per cent. per annum of interest on funded debt,	7 per cent.
Date and rate per cent. per annum of dividend or dividends: January, 1868.....	2 per cent.
Number of shares of stock	52,922
Par value of each share	\$50 00
Amount of capital on which the respective divi- dends were declared.....	2,646,100 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report
Construction.....	\$1,466,283 14	\$1,466,283 14

Equipped by Philadelphia and Reading railroad company, lessees.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Catawissa rail-road junction to Tamaqua	28 $\frac{1}{4}$ miles.
Length of road laid.....	28 $\frac{1}{4}$ miles.
Length of double track of road	8 miles.
Length of sidings.....	16 $\frac{6.5}{100}$ miles.
Gauge of road	4 feet 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track.....	60 pounds.
Branch roads owned by the company and their length, viz: Panther Creek and Wabash Creek; three miles.....	2
Roads leased by the company, viz: East Mahanoy railroad.	
Number of engine houses and shops: Two engine houses, one shop.	
Number of engines	None.
Number of first class passenger cars, (rated as eight wheel cars,)	None.
Number of baggage, mail and express cars, (rated as eight wheel cars,)	None.
Number of freight cars, (rated as eight wheel cars,) ..	None
Number of coal cars, (rated as eight wheel cars,) ..	None.
Number of iron bridges	1
Number of wooden bridges	22
Number of stations on main road	3
Number of wood and water stations on main road,	7
Value of real estate held by the company, exclusive of road way	\$915,657 82
Number of tunnels, (length 900 feet,).....	1
How is track laid and on what foundation? Cross ties, stone and coal dirt ballast.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

The railroad is worked by the Philadelphia and Reading railroad company under a lease, and we refer to them for these items.

NAMES AND RESIDENCE OF OFFICERS.

Managers.	Post office address.
A. E. Borie.....	Philadelphia.
A. J. Derbyshire.....	Philadelphia.
S. J. Reeves.....	Philadelphia.
D. R. Bennett.....	Philadelphia.
J. H. Trotter.....	Philadelphia.
W. P. Cox.....	Philadelphia.
John F. Blandy, President.	Philadelphia.
Jos. Lapsley Wilson, Secretary and Treasurer.....	Philadelphia.

(No. 50.)

LORBERRY CREEK.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Chas. E. Smith, president, and S. Bradford, treasurer, of the Lorberry Creek railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) CHARLES E. SMITH, *President.*
 S. BRADFORD, *Treasurer.*

Sworn, affirmed and subscribed before me, }
 this 15th day of December, 1868. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$52,050 00
Amount of stock subscribed.....	52,050 00
Amount paid in as by last report	52,050 00
Total amount now paid in of capital stock.....	52,050 00
Funded debt, as per last report.....	30,000 00
Total amount now of funded debt.....	30,000 00
Floating debt, as by last report	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt...	30,000 00
Rate per cent. per annum of interest on funded debt,	6 per cent.
Date and rate per cent. per annum of dividend or dividends	None.
Number of shares of stock.....	1,041
Par value of each share.....	\$50 00
Amount of capital on which the respective divi- dends were declared.....	None declared.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$82,050 00	\$82,050 00
Total cost		<u>82,050 00</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Swatara creek to Lorberry mines	5½ miles.
Length of road laid	5½ "
Length of double track of road	1 "
Gauge of road	4 ft. 8½ in.
Weight of rail per yard on main track	60 pounds.
Branch roads owned by the company, and their length, viz: Panther's Head branch	1 mile.
The rolling stock used on this road is owned by the Philadelphia and Reading railroad company.	
Number of iron bridges	None.
Number of wooden bridges, (total length 20 feet,) ..	1
Number of stone bridges	None.
Number of stations on main road	None.
Number of wood and water stations on main road, ..	None.
How is track laid and on what foundation? On graded surface, broken stone and coal dirt ballast.	

This road is operated by the Philadelphia and Reading railroad company, and the tonnage, receipts and payments will be included in their return.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address
H. Pratt M'Kean	Philadelphia.
A. E. Borie	Philadelphia.
R. B. Cabeen	Philadelphia.
J. B. Lippincott	Philadelphia.
John Ashhurst	Philadelphia.
Stephen Colwell	Philadelphia.
Chas. E. Smith, President	Philadelphia.
Wm. H. Webb, Secretary	Philadelphia.
S. Bradford, Treasurer	Philadelphia.
G. A. Nicolls, General Superintendent	Reading, Pa.

(No. 51.)

LYKENS VALLEY

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Geo. E. Hoffman, president of the Lykens Valley railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of his knowledge and belief.

(Signed) GEO. E. HOFFMAN, *President.*

Sworn and subscribed before me, this }
 4th day of November, 1868. }

JOHN WHITE, *Alderman.*

City and County of New York:

Personally appeared Frederick A. Platt, treasurer of the Lykens Valley coal company of Dauphin county, Pennsylvania, and in due form of law made oath, that the statements in the within report are true, to the best of his knowledge and belief.

F. A. PLATT, *Treasurer.*

Sworn and subscribed before me, this }
 9th day of December, 1868. }

EDWIN F. COREY, *Commissioner.*

STOCK AND DEBT.

Capital stock as authorized by law	\$600,000 00
Amount of stock subscribed	600,000 00
Amount paid in as by last report.....	600,000 00
Total amount now paid in of capital stock	600,000 00
Funded debt, as per last report.....	None.
Total amount now of funded debt	None.
Floating debt, as by last report	None.
The amount now of floating debt.....	None.
Date and rate per cent. per annum of dividend or dividends: 5 per cent., February, and 5 per cent., August.	

Number of shares of stock	30,000
Par value of each share	\$20 00
Amount of capital on which the respective dividends were declared	<u>600,000 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment.....	<u>\$600,000 00</u>	<u>\$600,000 00</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Millersburg to Bear valley	21 miles.
Length of road laid.....	21 "
Length of double track of road, (reported by Sum- mit Branch railroad company,) over	3 "
Length of sidings, (reported by Summit Branch rail- road company,) over	3 "
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track	50 and 56 lbs.
Branch roads owned by the company and their length.....	None.
Roads worked or leased by company.....	None.
Number of engine houses and shops: See report of Summit Branch railroad company.	
Number of engines.....	3
Number of first class passenger, baggage, mail and express cars, (rated as eight wheel cars,).....	1
Number of freight cars, (rated as eight wheel cars,).....	1
Number of coal cars, (rated as eight wheel cars,)..	None.
Number of iron bridges, (total length in feet, 60,) ..	1
Number of wooden bridges, (total length in feet, see report of Summit Branch railroad company,).....	4
Number of stone bridges.....	None.
Number of railroads crossed	1
Number of stations on main road.....	3
Number of wood and water stations on main road,	3

Value of real estate held by the company, exclusive of road way, about	\$20,000 00
Number of tunnels	None.
How is track laid, and on what foundation? Cross-ties, on broken stone	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger, freight and coal trains, &c.:
See report of Summit Branch railroad company, lessees.

The amount of freight, specifying the quantity in tons:

For answers to these questions, see report of Summit Branch railroad company, lessees.

The rate of fare for passengers charged for the respective classes, per mile, as follows:

For answers to these questions, see report of Summit Branch railroad company, lessees.

The rate per ton (of 2,000 pounds) per mile charged for freight:

For answers to these questions, see report of Summit Branch railroad company, lessees.

EXPENSES.

For answers to these questions, see report of Summit Branch railroad company, lessees.

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

None.

Receipts:

From lessees of Lykens Valley railroad for one year's rent of same	\$62,500 00
Interest	879 68
Total	<u>63,379 68</u>

Summary of payments:

For construction and equipment: See report of Summit Branch railroad company, lessees.

For maintaining and operating the road: See report of Summit Branch railroad company, lessees.

For dividends	\$56,909 60
Miscellaneous	2,108 91
For surplus funds	1,440 12
For United States tax	2,921 05
Total	<u>63,379 68</u>
Total amount of surplus fund	<u>\$10,024 84</u>

Cost of transportation:

See report of Summit Branch railroad company, lessees.

ACCIDENTS.

See report of Summit Branch railroad company, lessees.

The road is leased to the Summit Branch railroad company for \$62,500 per year and all taxes, except the United States income tax. It is maintained and operated wholly by the lessees, and no returns relative to these queries, which are referred to their report for answer, are made at the office of the Lykens Valley railroad company.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
A. H. Grant.....	New York.
E. H. Owen.....	New York.
Jno. B. Storm	New York.
Geo. Dayton	Peekskill, N. Y.
Chas. E. Lex.....	Philadelphia.
A. M. Lawrence.....	New York.
F. A. Platt	New York.
Geo. E. Hoffman, President.	
Fredk. A. Platt, Secretary and Treasurer.	

(No. 52.)

MAHANoy AND BROAD MOUNTAIN.

STATE OF PENNSYLVANIA, }
 ——— County, } ss:

Personally appeared Chas. E. Smith, president, and Richard Coe, treasurer, of the Mahanoy and Broad Mountain railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) CHARLES E. SMITH, *President*.
 RICHARD COE, *Treasurer*.

Sworn and subscribed before me, this }
 21st day of November, 1868. }
 W. W. DOUGHERTY, *Alderman*.

STOCK AND DEBT.

Capital stock as authorized by law	Unlimited.
Amount of stock subscribed	1,877,500 00
Amount paid in as by last report	1,676,915 00
Total amount now paid in of capital stock	1,874,465 00
Funded debt as per last report	250,000 00
Total amount now of funded debt	250,000 00
Floating debt, as by last report	114,000 00
The amount now of floating debt	180,000 00
Total amount now of floating and funded debt....	430,000 00
Rate per cent. per annum of interest on funded debt,	6 per cent.
Date and rate per cent. per annum of dividend or dividends	None.
Number of shares of stock	37,550
Par value of each share	\$50 00
Amount of capital on which the respective divi- dends were declared	None declared.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	<u>\$1,897,201 77</u>	<u>\$2,088,243 68</u>

Equipped by Philadelphia and Reading railroad company.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Mill Creek junction to Locustdale	12½ miles.
Length of road laid, including siding, branches and double track	76½ miles.
Length of double track of road	9 miles.
Length of sidings and short branches.....	29 $\frac{9}{10}$ miles.
Gauge of road	4 feet 8½ in.
Weight of rail per yard on main track.....	62 and 64 lbs.
Branch roads owned by the company and their length, viz: Shenandoah 4 $\frac{7}{10}$; Mahanoy City 5 $\frac{9}{10}$ $\frac{6}{10}$; Mt. Carmel 3 $\frac{5}{10}$; Raven Run 1 $\frac{6}{10}$ $\frac{5}{10}$; Ashland Extension 7 $\frac{3}{10}$ $\frac{5}{10}$; Locust Gap Extension 3 $\frac{5}{10}$ $\frac{4}{10}$; Coal Ridge 3 $\frac{2}{10}$; Waste House Run 1 $\frac{2}{10}$	25 $\frac{1}{10}$ miles.
Number of engine houses and shops.....	6
Number of iron bridges, (total length 288 feet,)...	6
Number of wooden bridges, (total length 2,222 feet,)...	13
Number of stone bridges, (total length 160 feet,)..	10
Number of railroads crossed	2
Number of stations on main road	10
Number of wood and water stations on main road,	4
Value of real estate held by the company, exclusive of road way	\$74,958 32
How is track laid and on what foundation? Cross ties, stone and coal dirt ballast.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

These accounts are not kept. Road operated by Philadelphia and Reading railroad company.

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including build- ings	\$159,652 41
---------------------------------------------------------------	--------------

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders.....	\$197,550 00
From sale of bonds.....	None.
From other sources.....	None.
Total	<u>197,550 00</u>

Receipts :

From passengers	\$10,082 35
From freight: Coal, \$97,532 18, merchandize, \$4,438 68.....	101,970 86
From miscellaneous.....	4,186 13
Total	<u>116,239 34</u>

Summary of payments :

For construction.....	\$203,769 72
For maintaining and operating the road, dividends, interest, miscellaneous, surplus funds, State tax on capital stock and tonnage and United States tax: Included in returns made by the Philadel- phia and Reading railroad company.	

NAMES AND RESIDENCE OF OFFICERS.

Directors	Post office address.
H. P. McKean.....	Philadelphia.
A. E. Borie.....	Philadelphia.
J. B. Lippincott.....	Philadelphia.
R. B. Cabeen.....	Philadelphia.
Jno. Ashhurst.....	Philadelphia.
Stephen Colwell.....	Philadelphia.
Chas. E. Smith, President.....	Philadelphia.
Albert Foster, Secretary	Philadelphia.
Richard Coe, Treasurer.....	Philadelphia.
G. A. Nicolls, General Superintendent	Reading.
L. B. Paxson, Superintendent	Mahanoy Plane.

(No. 53.)

MIFFLIN AND CENTRE COUNTY.

STATE OF PENNSYLVANIA, }
Mifflin County, } ss:

Personally appeared Samuel Maclay, president, and R. M. Kinsloe, treasurer, of the Mifflin and Centre County railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) SAM'L MACLAY, *President.*
 R. M. KINSLOE, *Treasurer.*

Sworn and subscribed before me, this }
 8th day of December, 1868. }

JOHN BARGER, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$100,000 00
Amount of stock subscribed	68,175 00
Amount paid in as by last report.....	59,479 27
Total amount now paid in of capital stock.....	62,212 50
Funded debt, as per last report.....	145,500 00
Total amount now of funded debt.....	172,500 00
Floating debt, as by last report, about.....	10,000 00
The amount now of floating debt, about.....	12,500 00
Total amount now of floating and funded debt, about,	185,000 00
Rate per cent. per annum of interest on funded debt,	6 per cent.
Date and rate per cent. per annum of dividend or dividends	No dividends.
Number of shares of stock	1,368
Par value of each share.....	<u>\$50 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report	By present report.
Construction	\$195,654 89	\$252,491 21
Equipment: No equipment.		
Total cost.....	<u> </u>	<u>252,491 21</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Lewistown station to Milroy.....	12½ miles.
Length of road laid.....	12½ "
Length of double track of road.....	None.
Length of sidings, about.....	1 mile.
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	45
Branch roads owned by the company, and their length.....	None.
Roads worked or leased by the company.....	None.
Number of engine houses and shops: Two engine houses.	
Number of engines.....	None.
Number of iron bridges.....	None.
Number of wooden bridges, (total length in feet, about 1,650,).....	11
Number of stone bridges.....	None.
Number of railroads crossed.....	None.
Number of stations on main road.....	10
Number of wood and water stations on main road: Two water stations.	
Value of real estate held by the company, exclusive of road way, about.....	\$3,000 00
Number of tunnels.....	None.
How is track laid, and on what foundation? Wooden cross-ties and stone ballast.	

The road is leased to, and maintained and operated by the Pennsylvania railroad company, and we respectfully refer to that company for the details of the doings of the road.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
John A. Wright.....	Philadelphia, Pa.
R. H. Lee.....	Lewistown, Pa.
F. G. Franciscus.....	Lewistown, Pa.
E. E. Locke.....	Lewistown, Pa.
George Blymyer.....	Lewistown, Pa.
Wm. Willis.....	Lewistown, Pa.
James H. Mann.....	Lewistown, Pa.
John Wilson.....	Reedsville, Pa.
Henry P. Taylor.....	Reedsville, Pa.
James Thompson.....	Milroy, Pa.
Ner Thompson.....	Milroy, Pa.
Wm. A. M'Manigle.....	Milroy, Pa.
Samuel Maclay, President.....	Milroy, Pa.
S. T. Thompson, Secretary.....	Milroy, Pa.
R. M. Kinsloe, Treasurer.....	Reedsville, Pa.

(No. 54.)

MILL CREEK AND MINE HILL.

CITY OF PHILADELPHIA, ss:

Before me, a notary public, residing in Philadelphia, personally appeared John Tucker, president, and P. C. Hollis, secretary and treasurer, of the Mill Creek and Mine Hill navigation and railroad company, and in due form of law made oath, that the statements in the following are true and correct, to their best knowledge and belief.

(Signed) JOHN TUCKER, *President.*
P. C. HOLLIS, *Sec'y and Treas.*

Sworn and subscribed this 31st day }
of December, 1868, before me. }

RICHARD M. BATTURS, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$323,375 00
Amount of stock subscribed	323,375 00
Amount paid in as by last report	323,375 00
Total amount now paid in of capital stock	323,375 00
Funded debt, as per last report	None.
Total amount now of funded debt	None.
Floating debt, as per last report	None.
The amount now of floating debt	None.
Date of each dividend: January and July, 1868.	
Rate per cent. per annum of each dividend	10 per cent.
Amount of capital on which the respective dividends were declared	323,375 00

This road is permanently leased to the Philadelphia and Reading railroad company, and is worked by said company as a branch of their main road. The company has no other income than the yearly rental derived from the lease.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Charles E. Smith	Philadelphia, Pa.
Robert B. Cabeen	Philadelphia, Pa.
George F. Tyler	Philadelphia, Pa.
A. E. Borie	Philadelphia, Pa.
Henry Pratt M'Kean	Philadelphia, Pa.
A. Hewson, M. D	Philadelphia, Pa.
John Tucker, President	Philadelphia, Pa.
Peter C. Hollis, Secretary and Treasurer	Philadelphia, Pa.

(No. 55.)

MINE HILL AND SCHUYLKILL HAVEN.

STATE OF PENNSYLVANIA, }
City of Philadelphia, } ss:

Personally appeared William Biddle, secretary, and Samuel Mason, treasurer, of the Mine Hill and Schuylkill Haven railroad company, and in due form of law affirmed, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) WM. BIDDLE, *Secretary.*
 SAMUEL MASON, *Treasurer.*

Affirmed and subscribed before me, }
 this 30th day of November, 1868. }

DANIEL BEITLER, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$3,775,600 00
Amount of stock subscribed	Same.
Amount paid in as by last report.....	Same.
Total amount now paid in of capital stock	3,775,600 00
Funded debt, as per last report.....	None.
Total amount now of funded debt.....	None.
Floating debt, as by last report	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt....	None.
Rate per cent. per annum of interest on funded debt.....	None.
Date and rate per cent. per annum of dividend or dividends: January and July, each.....	4 per cent.
Number of shares of stock.....	75,512
Par value of each share	\$50 00
Amount of capital on which the respective dividends were declared.....	<u>3,775,600 00</u>

CHARACTERISTICS OF ROAD.

Total length of road laid, about.....	135 miles.
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	60 to 62 lbs.

Cars, engines, shops and road transferred to the Philadelphia and Reading railroad company, under lease dated May 12, 1864, for 999 years.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

No reports made to this company.

The amount of freight, specifying the quantity in tons:

The above remarks are applicable to these queries.

The rate per ton (of 2,000 pounds) per mile charged for freight:

No reports.

EXPENSES.

All payments for working the road, and keeping it and the engines and machinery in order, and the salaries and wages therefor, are made by the Philadelphia and Reading railroad company.

Receipts:

For rent of road, &c., 8 per cent. on amount of capital stock	\$302,048 00
---------------------------------------------------------------------	--------------

Summary of payments:

We have no reports made to us.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Samuel Mason	Philadelphia, Pa.
John Livezey	Philadelphia, Pa.
Mordecai L. Dawson.....	Philadelphia, Pa.
A. J. Derbyshire.....	Philadelphia, Pa.
Joshua W. Ash.....	Philadelphia, Pa.
Frederick Fraley	Philadelphia, Pa.
Wistar Morris	Philadelphia, Pa.
James H. Cresson.....	Philadelphia, Pa.
Morris Hacker	Philadelphia, Pa.
Pemberton S. Hutchinson	Philadelphia, Pa.
John C. Cresson, President.....	Philadelphia, Pa.
William Biddle, Secretary.....	Philadelphia, Pa.
Samuel Mason, Treasurer	Philadelphia, Pa.

(No. 56.)

MOUNT CARBON.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared John R. White, president, and William Robinson, Jr., treasurer, of the Mount Carbon railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed)

J. R. WHITE, *President.*WILLIAM ROBINSON, JR., *Treasurer.*

Sworn and subscribed before me, this }
 20th day of November, 1868. }

JOHN WHITE, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$200,000 00
Amount of stock subscribed	200,000 00
Amount paid in as by last report	200,000 00
Total amount now paid in of capital stock	200,000 00
Funded debt, as per last report	None.
Total amount now of funded debt	"
Floating debt, as by last report	"
The amount now of floating debt	"
Total amount now of floating and funded debt	"
Date and rate per cent. per annum of dividend or dividends: January and July, each 3 per cent.	
Number of shares of stock	4,000
Par value of each share	\$50 00
Amount of capital on which the respective divi- dends were declared	200,000 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$203,259 58	\$203,259 58
Equipment	None.	None.
Total cost	<u>203,259 58</u>	<u>203,259 58</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Mount Carbon to Mine Hill.....	7 miles.
Length of road laid.....	7 "
Length of double track of road and sidings.....	4 "
Gauge of road.....	4 feet 8½ in.
Weight of rail per yard on main track, about.....	50 pounds.
Branch roads owned by the company, and their length.....	None.
Roads worked or leased by the company	None.
How is track laid, and on what foundation? On stone ballast.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

The transportation is in the hands of the Philadelphia and Reading railroad company, and we only keep an account of the gross tonnage, which was 184,448 tons.

The amount of freight, specifying the quantity in tons:

Anthracite coal is the bulk of the tonnage. All commodities pay the same toll. Therefore we do not discriminate as to iron, building materials, &c., in such proportion to coal. Total tonnage being as above, 184,448 tons.

EXPENSES.

The Philadelphia and Reading railroad company maintain and work the road, at their own expense. Our receipts, at present, are fourteen thousand (\$14,000) per annum. An increase on that minimum amount, by agreement with said company, is conditional on tonnage.

No receipts from passengers.

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

None.

Receipts:

As above stated	\$14,000 00
Miscellaneous.....	10 61
Total.....	<u>14,010 61</u>

Summary of payments:

Dividends.....	\$12,000 00
State tax on capital stock and tonnage.....	600 00
United States tax.....	631 58
Total.....	<u>13,231 58</u>

ACCIDENTS.

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
John A. Brown.....	Philadelphia.
George H. Boker.....	Philadelphia.
Henry D. Sherrard	Philadelphia.
George E. Hoffman.....	Philadelphia.
Alex. Brown.....	Philadelphia.
Wm. W. White.....	Philadelphia.
John R. White, President.....	Philadelphia.
William Robinson, Jr., Secretary and Treasurer.....	Philadelphia.
Michael Bright, Superintendent	Pottsville.

(No. 57.)

MOUNT CARBON AND PORT CARBON.

STATE OF PENNSYLVANIA, }
 City of Philadelphia, } ss:

Before me, a notary public, residing in Philadelphia, personally appeared John Tucker, president, and P. C. Hollis, secretary and treasurer, of the Mount Carbon and Port Carbon railroad company, and in due form of law made oath, that the statements in the following report are true and correct, to their best knowledge and belief.

(Signed) JOHN TUCKER, *President.*
 P. C. HOLLIS, *Sec'y and Treas.*

Sworn and subscribed before me, this }
 31st day of December, 1868. }

RICHARD M. BATTURS, *N. P.*

STOCK AND DEBT.

Capital stock.....	\$282,350 00
Amount of stock subscribed.....	282,350 00
Amount paid in as by last report.....	282,350 00
Amount now paid in of capital stock.....	282,350 00
Funded debt as per last report.....	None.
Total amount now of floating debt.....	None.
Floating debt as by last report.....	None.
The amount now of floating debt.....	None.
Total amount now of funded and floating debt....	None.
Date of each dividend: January and July, 1868.	
Rate per cent. per annum of each dividend.....	12 per cent.
Amount of capital stock on which the respective dividends have been declared.....	\$282,350 00

The road is leased to the Philadelphia and Reading railroad company, and is worked as a branch of that road; said company paying a stipulated annual rental in equal half yearly payments, out of which dividends are paid.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Chas. E. Smith.....	Philadelphia.
Robert B. Cabeen.....	Philadelphia.
Geo. F. Tyler.. ..	Philadelphia.
A. E. Borie.....	Philadelphia.
Henry Pratt M'Kean.....	Philadelphia.
A. Hewson, M. D	Philadelphia.
John Tucker, President.....	Philadelphia,
Peter C. Hollis, Secretary and Treasurer	Philadelphia.

(No. 58.)

MIDDLE CREEK.

STATE OF PENNSYLVANIA, }
Mifflin County, } ss:

Personally appeared Joseph Alexander, president, and John A. M'Kee, treasurer, of the Middle Creek railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) JOSEPH ALEXANDER, *President*
 JOHN A. M'KEE, *Treasurer.*

Sworn and subscribed before me, this }
 17th day of December, 1868. }

JOS. S. WAREAM, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$500,000 00
Amount of stock subscribed, about	250,000 00
Amount paid in as by last report, \$25,000; total amount now paid in of capital stock, \$75,000...	100,000 00
Number of shares of stock.....	5,000
Par value of each share.....	<u>\$50 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction		\$100,000 00
Total cost	<u>\$366,000 00</u>	<u>400,000 00</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Lewistown to Northumberland	50 miles.
Length of road laid: None, but 25 to 26 miles graded.	
Number of railroads crossed	<u>None.</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders, say about \$100,000 00
 From sale of bonds: Issued none as yet.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
John Hayes, Jr.....	Reedsville, Pa.
Amos W. Mitchell.....	Lewistown, Pa.
Thos. B. Reese.....	Lewistown, Pa.
E. L. Benedict.....	Lewistown, Pa.
Wm. Willis.....	Lewistown, Pa.
A. K. Middlesworth	Beaver Springs, Pa.
Moses Specht	Beavertown, Pa.
Aaron K. Gift.....	Middleburg, Pa.
Henry C. Eyer	Selinsgrove, Pa.
George Schunn	Selinsgrove, Pa.
John M'Farlane	Northumberland, Pa.
J. F. Reynolds.	Plymouth, Pa.
Joseph Alexander, President.....	Lewistown, Mifflin co., Pa.
John A. M'Kee, Secretary and Treasurer	Lewistown, Mifflin co., Pa.

(No. 59.)

NESQUEHONING VALLEY.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared J. B. Moorhead, president, and W. B. Whitney, treasurer, of the Nesquehoning Valley railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) J. B. MOORHEAD, *President.*
 W. B. WHITNEY, *Treasurer.*

Sworn and subscribed before me, this }
 8th day of December, 1868. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$500,000 00
Amount of stock subscribed.....	305,500 00
Amount paid in as by last report.....	63,940 00
Total amount now paid in of capital stock.....	63,990 00
Funded debt, as per last report.....	None issued.
Total amount now of funded debt.....	None issued.
Floating debt, as by last report	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt ...	None.
Rate per cent. per annum of interest on funded debt,	None.
Number of shares of stock.....	6,110
Par value of each share.....	\$50 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$36,117 17	\$42,213 21

CHARACTERISTICS OF ROAD.

Length of main line of road, from Mauch Chunk to Hometown	13 miles.
Length of road laid: No road laid yet.	
Gauge of road: Is intended to be.....	<u>4 ft. 8½ inches.</u>

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

No portion of the road has been completed, and no business done.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
W. G. Moorhead.....	Philadelphia.
S. V. Merrick.....	Philadelphia.
J. V. Williamson.....	Philadelphia.
Francis R. Cope.....	Philadelphia.
Wm. F. Biddle.....	Philadelphia.
Geo. F. Tyler.....	Philadelphia.
E. W. Clark	Philadelphia.
Richard Richardson.....	Philadelphia.
Fisher Hazard.....	Mauch Chunk, Pa.
Geo. Whitney.....	Philadelphia.
S. M. Felton	Philadelphia.
F. P. Dimpfel.....	Philadelphia.
J. B. Moorhead, President.....	Philadelphia.
W. B. Whitney, Secretary and Treasurer.....	Philadelphia.

(No. 60.)

NEW CASTLE AND BEAVER VALLEY.

STATE OF PENNSYLVANIA, }
 _____ County, } ss:

Personally appeared A. L. Crawford, president, and J. A. Crawford, treasurer, of the New Castle and Beaver Valley railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) A. L. CRAWFORD, *President*.
 J. A. CRAWFORD, *Treasurer*.

Affirmed and subscribed before me, }
 this 8th day of December, 1868. }

JAS. DICKSON, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$300,000 00
Amount of stock subscribed	300,000 00
Amount paid in as by last report	233,300 00
Total amount now paid in of capital stock	266,666 67
Funded debt as per last report	178,700 00
Total amount now of funded debt	154,500 00
Floating debt, as by last report	4,000 00
The amount now of floating debt: Estimated	3,000 00
Total amount now of floating and funded debt ...	157,500 00
Rate per cent. per annum of interest on funded debt,	7 per cent.
Date and rate per cent. per annum of dividend or dividends: Jan., April, July and Oct., each	3 per cent.
Number of shares of stock	6,000
Par value of each share	\$50 00
Amount of capital on which the respective divi- dends were declared: January, \$233,316 67; April and July, \$266,633 33; October, \$266,666 67.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$408,533 45	\$421,007 29
Equipment		4,000 00
Total cost		<u>425,007 29</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from New Castle to Homewood	14 $\frac{9}{10}$ miles.
Length of road laid	14 $\frac{9}{10}$ miles.
Length of double track of road	None.
Length of sidings	2 $\frac{5}{8}$ miles.
Gauge of road	4 ft. 10 in.
Weight of rail per yard on main track	56 lbs.
Branch roads owned by the company	None.
Roads worked or leased by the company	None.
Number of engine houses and shops	2
Number of engines	1
Number of first class passenger cars, rated as eight wheel cars	None.
Number of baggage, mail and express cars, rated as eight wheel cars	None.
Number of freight cars, rated as eight wheel cars,	None.
Number of coal cars, rated as eight wheel cars,	4
Number of iron bridges	None.
Number of wooden bridges, (total length 1,070 feet,)	6
Number of stone bridges, (total length 50 feet,)	
Number of railroads crossed	None.
Number of stations on main road	7
Number of wood and water stations on main road,	3
Value of real estate held by the company, exclusive of road way	None.
Number of tunnels	None.
How is track laid, and on what foundation? Oak cross-ties and gravel ballast.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

This road is leased to and operated by the Pittsburg, Fort Wayne and Chicago railway company, to whose report we would respectfully refer for answers to the different questions.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address
A. L. Crawford.....	New Castle, Pa.
Wm. Patterson.....	New Castle, Pa.
Wm. L. Scott.....	Erie, Pa.
Wm. Harbaugh.....	Pittsburg, Pa.
J. M. Crawford.....	Philadelphia, Pa.
R. W. Cunningham.....	New Castle, Pa.
G. W. Cass.....	Pittsburg, Pa.
A. L. Crawford, President.....	New Castle, Pa.
J. A. Crawford, Secretary and Treasurer.....	New Castle, Pa.

(No. 61.)

NORTHERN CENTRAL.

STATE OF MARYLAND, }
Baltimore City, } ss:

Personally appeared J. D. Cameron, president, and J. S. Leib, treasurer, of the Northern Central railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) J. D. CAMERON, *President.*

J. S. LEIB, *Treasurer.*

Sworn and subscribed before me, this }
 12th day of February, 1869. }

JOHN T. GORSUCH, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$8,000,000 00
Amount of stock subscribed	4,798,900 00
Amount paid in as by last report	4,648,900 00
Total amount now paid in of capital stock	4,798,900 00
Funded debt, as per last report, deducting sinking funds	5,182,000 00
Total amount now of funded debt, deducting sinking funds	6,191,500 00
Floating debt, as by last report	647,507 38
The amount now of floating debt	232,955 56
Total amount now of floating and funded debt ...	6,424,455 56
Rate per cent. per annum of interest on funded debt,	6 per cent.
Date and rate per cent. per annum of dividend or dividends: February, May, August and November, each 2 per cent.	
Number of shares of stock	95,978
Par value of each share	\$50 00
Amount of capital on which the respective dividends were declared: Feb., \$4,618,450; May, \$4,648,650; Aug., \$4,798,700; Nov., \$4,798,700.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$9,667,414 69	\$9,890,923 98
Equipment	1,648,095 82	2,120,837 20
Total cost.....	<u>11,315,510 51</u>	<u>12,011,761 18</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Baltimore, Md., to Sunbury, Pa.....	138 miles.
Length of road laid.....	138 “
Length of double track of road.....	58 “
Length of sidings.....	45 “
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	64 lbs.
Branch roads owned by the company and their length.....	None.
Roads worked or leased by the company, viz.: Wrightsville, York and Gettysburg, Shamokin Valley and Pottsville, Elmira and Williamsport.	
Number of engine houses and shops.....	4
Number of engines	111
Number of first class passenger cars, (rated as eight wheel cars,)	60
Number of baggage, mail and express cars, (rated as eight wheel cars,).....	42
Number of freight cars, (rated as eight wheel cars,).....	1,636
Number of coal cars, (rated as eight wheel cars,)..	1,750
Number of iron bridges	28
Number of wooden bridges	120
Number of stone bridges	28
Number of railroads crossed.....	5
Number of stations on main road.....	15
Number of wood and water stations on main road,	21
Number of tunnels, one.....	<u>300 ft.</u>

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN

Number of miles run by passenger trains.....	399,111
Number of miles run by freight and coal trains...	919,900
Number of miles run by ballast trains	47,666
Number of through passengers for the year on main road.....	13,272
Number of passengers (all classes) carried in cars,	687,997
Number of tons of 2,000 lbs. of through freight for the year on main road.....	164,368
Gross amount of tonnage for the year, (2,000 pounds per ton,)	1,506,745
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)....	20
Average rate of speed adopted by express trains, including stops.....	28
Average rate of speed adopted by freight trains, including stops	10
Weight of first class passenger engines.....	59,000 lbs.
Weight of freight engines.....	63,000 lbs.

The amount of freight, specifying the quantity in tons:

Anthracite and bituminous coal,	674, 246	Agricultural products.....	105, 065
Petroleum.....	46, 005	Merchandize	210, 454
Pig iron.....	33, 565	Manufactures.....	36, 211
Railroad iron.....	14, 772	Live stock.....	17, 782
Other iron or castings	18, 446	Lumber	162, 512
Iron and other ores	75, 980	Other articles.....	51, 351
Lime and limestone.....	60, 356		
		Total	1, 506, 745

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger Transp'n.	Freight Transp'n.
Repairs or maintenance of way, including buildings.....	\$508, 730 91	\$203, 492 36	\$305, 238 55
Taxes on real estate	2, 178 72	871 49	1, 307 23
Total.....	510, 909 63	204, 363 85	306, 545 78
REPAIRS OF MACHINERY.			
Repairs of engines and tenders	\$132, 352 70	\$52, 941 08	\$79, 411 62
Repairs of passenger and baggage cars	58, 520 74	58, 520 74	.....
Repairs of freight cars	182, 309 89	.....	182, 309 89
Repairs of tools and machinery in shops.....	20, 103 62	8, 041 57	12, 062 05
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	79, 778 91	31, 911 56	47, 867 35
Total.....	473, 065 86	151, 414 95	321, 650 91
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$46, 576 12	\$18, 630 44	\$27, 945 68
Agents and clerks.....	49, 274 82	19, 709 93	29, 564 89
Labor—loading and unloading freight..	20, 907 28	315 60	20, 591 68
Porters, watchmen and switch tenders.....	6, 323 31	1, 528 35	4, 794 96
Wood and water station attendance.....	4, 763 07	1, 905 23	2, 857 84
Conductors, baggage masters and brakemen.....	122, 404 63	34, 392 68	88, 011 95
Engineers and firemen.....	94, 707 80	21, 754 70	72, 953 10
Fuel and cost of preparing for use.....	185, 643 04	74, 257 22	111, 385 82
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	20, 562 89	8, 225 16	12, 337 73
Loss and damage of goods and baggage.....	17, 553 48	.....	17, 553 48
Tax on tonnage.....	3, 055 49	.....	3, 055 49
Tax on gross receipts.....	13, 901 95	2, 634 30	10, 367 65
Damage for injury of persons.....	18, 387 47	18, 387 47	.....
General superintendence.....	12, 744 88	5, 097 90	7, 646 98
Contingencies	293, 883 96	117, 553 58	176, 330 38
Total.....	909, 790 09	324, 392 56	585, 397 63

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders	\$150,000 00
From sale of bonds	1,110,500 00
From other sources	636 00
Total	<u>1,261,136 00</u>

RECEIPTS FOR THE YEAR ENDING DECEMBER 31, 1868.

From passengers	\$636,544 21
From freight	2,020,505 15
From express	61,542 80
From mail	25,397 50
From miscellaneous	163,162 16
Total	<u>2,907,151 82</u>

Summary of payments:

For construction and equipment	\$696,886 67
For maintaining and operating the road	1,893,765 68
For dividends	382,895 00
For interest	434,872 52
For miscellaneous, including loss on leased roads,	210,684 78
For sinking funds	101,000 00
For State tax on capital stock	13,884 01
For United States tax on dividends and surplus...	19,747 34
Total	<u>3,753,736 00</u>

ACCIDENTS.

	Killed.	Injured.
Passengers	1	1
Employees	7	8
Others	6	2
Total	<u>14</u>	<u>11</u>

NOTE.—Both passengers were injured because of their own indiscretion.

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows :

1868.

January 3. Dr. Geo. Feistel had his leg broken by being struck by Buffalo express south.

February 8. George Ortlip was found dead upon the track, near York Haven. He was a flagman on freight, and it is supposed that he fell through one of the cars, the door of which was down.

February 14. Oliver Cramer, freight brakeman, fell when cutting train in two, at Goldsboro', and had his leg broken.

March 3. Charles Rupert, freight brakeman, was thrown from train, at Summit No. 1, in consequence of train breaking loose, and detached part running over Rupert, thereby breaking his leg.

April 1. Wm. Quail, yard hand, York, caught between two cars, and had his shoulder dislocated.

April 3. John Miller, track laborer, struck by mail train south, near Glatfelters, and killed.

April 6. Eli Miller, freight brakeman, had his arm crushed, by being caught between two cars, at Heck's furnace.

April 14. Charles Johnson, an employee of Pennsylvania railroad company, got on a train of cars at Marysville, fell off, and was run over and killed.

April 15. Edward Rohrback, a passenger on night accommodation north, April 15, 1868, either jumped or fell off, at Seitzland, where he resided, fracturing his skull, from the effect of which he died in two days.

April 28. George E. Bell, freight brakeman, while coupling up cars, at Centreville, was caught by the loading of one of the cars and the one next to it, and killed.

May 13. John Ellenberger, freight brakeman, while in the act of coupling two cars together, at Marysville, was caught between them, and had his hip dislocated.

May 30. Adam Sharp, flagman, off duty, drunk, and lying on track, was run over by through freight south, and killed.

June 1. Daniel Rohrbangh, bridge watchman at bridge No. 89, was struck by engine No. 25, drawing gravel train No. 2, and killed.

June 15. Jeremiah Simmers, freight brakeman, had three ribs

broken and left arm bruised, by being caught between two cars, at Halifax.

June 26. Nicholas Zollinger, dairyman, in attempting to force his cattle across the track, at Harrisburg, as fast line north was coming in, was struck by it, knocked down and run over, from the effects of which he died.

July 1. An unknown man, who was intoxicated, attempted to get on emigrant car attached to through freight north, at Dauphin, and, in doing so, fell with one foot on the rail. One wheel of the car passed over it, cutting a deep gash.

July 8. Michael Keller, walking on the track, was struck and killed, by being struck by York and Harrisburg accommodation north.

August 8. Levi Zimmerman, a boy of fourteen years, was under a car at Marysville, the car was moved by the yard men, and the boy run over and killed, as he attempted to get out. The train men knew nothing of his being under the car, till after the accident.

October 3. Oscar Scott was playing about the station at York, and, unknown to the yard men, got up on a box car, raised the brake, and let it run down against a coal car. As they came together he attempted to couple them together, was caught between them and killed.

October 23. Samuel R. White, yard brakeman at Marysville, slipped and fell, train backed over and killed him.

November 3. Emanuel Ritcherick, a passenger, jumped from night accommodation north, at York, and broke his leg.

November 19. David Stahler, car inspector of Pennsylvania railroad company, while examining a train of cars on siding, was knocked down by one of our trains, run over and killed.

December 9. Elias W. Eagle, freight brakeman, fell off train near Dauphin, and, in attempting to get on again, fell under the cars, and was killed.

December 12. John H. Yeaple, freight brakeman, had his left arm wounded and two ribs broken, in accident to his train near Glatfelters.

December 14. Joseph Lewis, fireman, was killed in collision between engines 74 and 93, at Red Bank. T. J. Enney, engineer, injured at same time.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
B. F. Newcomer.....	Baltimore, Md.
Geo. Small	Baltimore, Md.
S. M. Shoemaker.....	Baltimore, Md.
Henry Welsh	York, Pa.
Wm. Colder.....	Harrisburg, Pa.
A. E. Kapp	Northumberland, Pa.
Thos. A. Scott.....	Philadelphia, Pa.
Ed. C. Biddle	Philadelphia, Pa.
Jno. M. Kennedy.....	Philadelphia, Pa.
Jacob P. Jones.....	Philadelphia, Pa.
Wistar Morris.....	Philadelphia, Pa.
John A. Wright.....	Philadelphia, Pa.
J. D. Cameron, President.....	Harrisburg, Pa.
R. S. Hollins, Secretary	Baltimore, Md.
J. S. Leib, Treasurer	Baltimore, Md.
J. N. DuBarry, General Superintendent.....	Harrisburg, Pa.

(No. 62.)

NORTH LEBANON.

STATE OF PENNSYLVANIA }
Lebanon County, } ss:

Personally appeared A. Wilhelm, president, and Jacob Weidle, treasurer, of the North Lebanon railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) A. WILHELM, *President.*

JACOB WEIDLE, *Treasurer.*

Sworn and subscribed before me, this }
 15th day of November, 1868. }

WM. W. MURRAY, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$150,000 00
Amount of stock subscribed	150,000 00
Amount paid in as by last report	300,000 00
Total amount now paid in of capital stock	300,000 00
Funded debt, as per last report	None.
Total amount now of funded debt	None.
Floating debt, as by last report	None.
The amount now of floating debt	None.
Total amount now of floating and funded debt	None.
Rate per cent. per annum of interest on funded debt	None.
Date and rate per cent. per annum of dividend or dividends: January and July	16 per cent.
Number of shares of stock	6,000
Par value of each share	\$50 00
Amount of capital on which the respective divi- dends were declared	300,000 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$276,741 76	\$276,741 76
Equipment.....	42,890 10	62,279 00
Total cost	<u> </u>	<u>339,020 76</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Cornwall to Union canal.....	8 miles.
Length of road laid.....	8 "
Length of double track of road and sidings, about.....	1½ "
Gauge of road.....	4 ft. 8½ inches.
Weight of rail per yard on main track.....	50 and 64 lbs.
Branch roads owned by the company, and their length, viz: About.....	1,000 feet.
Number of engine houses and shops.....	1
Number of engines	3
Number of freight cars, rated as eight wheel cars, (average cost of each, \$440,)	60
Number of iron bridges, (total length in feet, about 50,)	1
Number of wooden bridges, (total length in feet, about 150,).....	9
Number of stone bridges, (total length in feet, about 20,)	2
Number of railroads crossed.....	1
Number of stations on main road.....	12
Number of wood and water stations on main road,	2
Value of real estate held by the company, exclusive of road way.....	\$500 00
How is track laid, and on what foundation? Lime-stone.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by freight trains, about.....	12,000
Number of tons of 2, 00 lbs. of through freight for the year on main road	192,084

Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	241,532
Average rate of speed adopted by freight trains, including stops, about.....	10
Weight of freight engines, from.....	16 to 31 tons.

The amount of freight, specifying the quantity in tons:

Anthracite coal.....	42,525
Pig iron.....	29,052
Iron and other ores.....	159,427
Lime and limestone.....	8,808
Other articles.....	1,720
Total.....	241,532

The rate per ton (of 2,000 pounds) per mile charged for freight:

For through freight, (including car service and wheelage,).....	4½ cents.
For through coal, (including wheelage,).....	3 “
For local freight, about.....	7 “
For local coal.....	5 “

EXPENSES

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Pass. transportation.	Freight transportation.
Repairs or maintenance of way, including buildings.....	\$10,834 99	.....	\$10,834 99
Taxes on real estate	5 00	.....	5 00
Total.....	10,839 99	.....	10,839 99
REPAIRS OF MACHINERY.			
Repairs of engines and tenders	\$3,179 73	.....	\$3,179 73
Repairs of freight cars.....	3,407 54	.....	3,407 54
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops, and salaries of officers.....	2,785 59	.....	2,785 59
Total.....	9,372 86	.....	9,372 86
OPERATING THE ROAD.			
Office expenses, stationery, &c.: Included in incidentals, above.			
Conductors, baggage masters and brakemen.....			
Engineers and firemen	\$1,548 87	.....	\$1,548 87
Fuel, and cost of preparing for use	1,600 00	.....	1,600 00
Oil and waste for engines and tenders, passenger, baggage and freight ears.....	2,025 91	.....	2,025 91
Use of freight cars: No separate account kept.	401 51	.....	401 51
Shoveling snow: No separate account kept.			
General superintendence: Included in engineers' and firemen's wages.			
Contingencies: Included in incidentals, &c.			
Total.....	5,576 29	.....	5,576 29

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From other sources \$21,316 66

RECEIPTS.

	Freight.		Freight.
November, 1867	\$8,801 66	June, 1868.....	6,995 97
December, 1867.....	4,721 07	July, 1868.....	6,473 65
January, 1868.....	6,332 03	August, 1868.....	6,334 85
February, 1868	5,444 40	September, 1868.....	5,711 72
March, 1868.....	5,565 73	October, 1868	6,429 84
April, 1868.....	6,343 76		
May, 1868.....	8,676 22	Total.....	<u>77,830 90</u>

Summary of payments:

For maintaining and operating the road, \$25,789 14	
For dividends	45,600 00
	<u>\$71,384 14</u>
For State tax on capital stock and tonnage, and gross earnings.....	5,607 95
For United States tax.....	2,389 28
	<u>79,381 37</u>
Total	<u>79,381 37</u>

Total amount of surplus fund: \$19,766 19, out of which dividend will be declared in January, 1869.

Cost of transportation:

Cost per ton freight per mile, proximate average, about.....	<u>4½ cents.</u>
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What express companies run on your road, and on what terms? None.

What transportation or freight companies run on your road, and on what terms? None.

NAMES AND RESIDENCE OF OFFICERS.

Directors	Post-office address.
A. Wilhelm	Lebanon, Pa.
Samuel Small	York, Pa.
D. S. Hammond.....	Lebanon, Pa.
John W. Mish	Lebanon, Pa.
Jacob Weidle	Lebanon, Pa.
A. Wilhelm, President.....	Lebanon, Pa.
John W. Mish, Secretary.....	Lebanon, Pa.
Jacob Weidle, Treasurer.....	Lebanon, Pa.
Beale Few, Superintendent	Lebanon, Pa.

(No. 62.)

NORTH PENNSYLVANIA.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Franklin A. Comly, president, and William Wister, treasurer, of the North Pennsylvania railroad company, and in due form of law made oath and affirmation, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) F. A. COMLY, *President.*
 WILLIAM WISTER, *Treasurer.*

Affirmed, sworn and subscribed before }
 me, this 7th day of December, 1868. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law, with privilege of increasing	\$1,500,000 00
Amount of stock subscribed.....	3,150,150 00
Amount paid in as by last report.....	3,150,000 00
Total amount now paid in of capital stock.....	3,150,000 00
Funded debt, as per last report.....	3,292,154 00
Total amount now of funded debt.....	3,463,839 00
Floating debt, as by last report	None.
The amount now of floating debt	None.
Rate per cent. per annum of interest on funded debt:	
Six, seven and ten per cent.	
Date and rate per cent. per annum of dividend or dividends: One scrip dividend of five per cent.	
January 6, 1868.	
Number of shares of stock.....	63,000
Par value of each share.....	\$50 00
Amount of capital on which the respective dividends were declared.....	3,150,000 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$5,794,128 85	\$5,895,758 87
Equipment.....	723,216 65	799,232 20
Total cost.....	<u>6,517,345 50</u>	<u>6,669,991 07</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Philadelphia to Bethlehem	55 miles.
Length of road laid.....	77.5 "
Length of double track of road.....	6.5 "
Length of sidings.....	16 "
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track	56 to 64 lbs.
Branch roads owned by the company, and their length: Two, 1 $\frac{8}{10}$ and 10 $\frac{1}{10}$ miles.	
Roads worked or leased by the company	None.
Number of engine houses and shops.....	7
Number of engines	26
Number of first class passenger cars, rated as eight wheel cars, (average cost of each, \$2,900,).....	27
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each, \$1,641,)	15
Number of freight cars, rated as eight wheel cars, (average cost of each, \$580,).....	315½
Number of coal cars, rated as eight wheel cars, (average cost of each, \$400,).....	224
Number of iron bridges, (total length in feet, 230,)..	3
Number of wooden bridges, (total length in feet, 1,749,).....	8
Number of stone bridges, (total length in feet, 100,)	2
Number of railroads crossed	4
Number of stations on main road.....	31
Number of wood and water stations on main road,	12
Value of real estate held by the company, exclusive of road way.....	\$721,132 14

Number of tunnels, (length 2,160 and 500 feet,)....	2
How is track laid and on what foundation? Large cross-ties, wrought iron chairs and broken stone ballast.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	240,282
Number of miles run by freight trains	51,150
Number of miles run by coal trains	129,835
Number of through passengers for the year on main road.....	81,505
Number of passengers (all classes) carried in cars,	746,911
Number of tons of 2,000 lbs. of through freight for the year on main road.....	247,647
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	476,334
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)....	18
Average rate of speed adopted by express trains, including stops.....	23
Average rate of speed adopted by freight trains, including stops.....	9
Weight of first class passenger engines.....	53,000 lbs.
Weight of freight engines.....	67,000 lbs.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1867.....	53,112	June, 1868.....	72,275
December, 1867.....	50,365	July, 1868.....	83,519
January, 1868.....	45,614	August, 1868.....	86,843
February, 1868.....	41,676	September, 1868.....	74,476
March, 1868.....	48,318	October, 1868.....	76,160
April, 1868.....	55,155		
May, 1868.....	59,398	Total	746,911

The amount of freight, specifying the quantity in net tons :

Anthracite coal, net tons.....	245, 553	Agricultural products.....	37, 909
Bituminous coal.....	1, 071	Merchandize.....	34, 300
Petroleum.....	1, 114	Manufactures.....	32, 709
Pig iron.....	33, 155	Live stock.....	1, 032
Railroad iron.....	312	Lumber.....	20, 947
Other iron or castings.....	12, 010	Other articles.....	11, 833
Iron and other ores.....	30, 189		
Lime and limestone.....	14, 200	Total.....	476, 334

The rate of fare for passengers charged for the respective classes, per mile, as follows :

For first class through and way passengers.....	2.79 cents.
For second class through and way passengers.....	None.

The rate per ton (of 2,000 pounds) per mile charged for freight :

For through freight and coal, and local freight and coal: All kinds.....	3.53 cents.
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EXPENSES.

	AMOUNT.	ALLOTTED TO	
		Pass. transportation.	Freight transportation.
MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.			
Repairs or maintenance of way, including buildings.....	\$160,606 95	\$96,364 17	\$64,242 78
Taxes on real estate.....	4,572 04		
Total.....	165,178 99		
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$32,295 83	\$12,586 67	\$19,709 16
Repairs of passenger and baggage cars.....	12,312 18	12,312 18	
Repairs of freight and coal cars.....	55,535 23		55,535 23
Repairs of tools and machinery in shops.....	7,115 71	2,846 40	4,269 31
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	8,981 06	4,208 40	4,772 66
Total.....	116,240 01	31,953 65	84,286 36
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$14,261 66		
Agents and clerks.....	25,032 26		
Labor—loading and unloading freight.....	8,460 00		\$8,460 00
Porters, watchmen and switch tenders.....	8,326 20		
Wood and water station attendance.....	4,488 93	\$2,693 41	1,795 52
Conductors, baggage masters and brakemen.....	45,003 72		
Engineers and firemen.....	35,685 61	14,569 14	21,116 47
Fuel, and cost of preparing for use.....	50,658 29	21,444 20	29,214 09
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	4,982 49	2,476 02	2,506 47
Loss and damage of goods and baggage.....	1,162 68		1,162 68
Use of freight cars, balance of account.....	24,305 23		24,365 23
Shoveling snow.....	2,440 51	1,464 00	976 51
Damage for injury of persons: None.			
Damage to property, including damage by fire and cattle killed on road: None.	71,176 30		
General superintendence and contingencies, including horse power on city track.....			
Total.....	296,043 88		

RECEIPTS.

Months.	Passengers.	Freight.	Mail and express.	Use of cars.	Miscella- neous.	Total.
Nov., 1867..	\$27,384 42	\$48,504 24	\$675 33	\$2,375 78	.....	\$78,939 77
Dec., 1867..	26,724 78	42,664 90	735 84	1,834 95	.....	71,960 47
Jan., 1868..	23,952 95	38,982 88	611 29	1,970 87	.....	65,517 99
Feb., 1868..	20,637 61	41,474 29	603 27	1,896 95	.....	64,612 12
Mar., 1868..	24,728 52	49,029 66	651 84	2,326 02	.....	76,736 04
April, 1868..	29,369 48	53,366 98	843 56	2,490 22	.....	86,070 24
May, 1868..	30,990 12	53,980 41	1,042 06	3,104 62	.....	89,117 21
June, 1868..	35,205 52	52,482 12	963 80	3,199 34	.....	91,850 78
July, 1868..	37,405 98	38,280 39	837 60	932 03	.....	77,456 00
Aug., 1868..	40,540 20	61,786 81	811 51	2,583 34	.....	105,721 86
Sept., 1868..	36,413 70	57,695 62	786 17	2,742 85	.....	97,638 34
Oct., 1868..	36,619 36	61,266 51	825 98	3,646 81	.....	102,358 66
Total.....	369,972 64	599,514 81	9,388 25	29,103 78	\$7,414 81	7,414 81
Total						1,015,394 29

Summary of payments :

For construction and equipment.....	\$179,863 25
For maintaining and operating the road.....	577,462 88
For dividends: No cash dividend.	
For interest.....	219,075 34
For State tax on tonnage and gross receipts.....	13,907 92
For United States tax, (including back taxes paid within the year,).....	35,782 66
Total	<u>1,026,092 05</u>

Cost of transportation :

Cost per passenger per mile, proximate average...	1.59 cents.
Cost per ton freight per mile, proximate average...	<u>2.01 " "</u>

What express companies run on your road, and on what terms?
Howard express company and Heston's express—12 cents per ton
per mile.

What transportation or freight companies run on your road,
and on what terms? None.

ACCIDENTS.

	Killed.	Injured.
Passengers	0	6
Employees	3	1
Others	3	1
Total	<u>6</u>	<u>8</u>

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows :

1868.

March 8. A boy, named M. I. Boge, fatally injured by a freight train at Coopersburg while he was standing on side track.

March 28. Paul Berk, fatally injured by jumping from passenger train in motion, near Susquehanna avenue.

June 19. William Holsher, brakeman, killed by falling from coal train near North Wales.

September 7. Thomas Boyer, brakeman, killed by falling from coal train near Talford.

September 7. Patrick Bigley, milkman, killed by climbing on milk car in motion near Berks street.

September 27. Henry Dotts, freight brakeman, killed by jumping from a car thrown from the track by a cow near Bethlehem, and D. G. Meglathery, freight agent, injured same time. Jno. J. Keichline, Joseph Schadt, W. Esch, Chas. Bowman and Joseph Kelsey, passengers, hurt at same time.

October 26. E. P. Blackwood, carpenter, found dead on track at Bethlehem in the evening. Supposed to have been struck by a train.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
John Jordan, Jr.	Philadelphia.
J. Gillingham Fell	Philadelphia.
S. Morris Waln	Philadelphia.
William C. Ludwig.....	Philadelphia.
Ellwood Shannon.....	Philadelphia.
Edward C. Knight.....	Philadelphia.
Alfred Hunt.....	Philadelphia.
William C. Kent.....	Philadelphia.
Charles W. Wharton.....	Philadelphia.
Edward Roberts.....	Philadelphia.
Jacob Riegel.....	Philadelphia.
O. H. Wilson.....	Philadelphia.
Franklin A. Comly, President.....	Philadelphia.
Edward Armstrong, Secretary.....	Philadelphia.
William Wister, Treasurer	Philadelphia.
Solomon W. Roberts, Superintendent.....	Philadelphia.

(No. 64.)

OIL CREEK.

STATE OF PENNSYLVANIA, } ss:
Erie County,

Personally appeared Isaac S. Alden, president, and F. A. Phillips, treasurer, of the Oil Creek railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) I. S. ALDEN, *President.*

F. A. PHILLIPS, *Treasurer.*

Sworn and subscribed before me, this }
 9th day of December, 1868. }

L. E. GUIGNON, *J. P.*

[March 1, 1868, this road was consolidated with Warren and Franklin, and Farmers' railroads.]

STOCK AND DEBT.

Capital stock as authorized by law, with right to increase	\$100,000 00
Amount of stock subscribed	753,150 00
Amount paid in as by last report.....	753,150 00
Total amount now paid in of capital stock.....	753,150 00
Funded debt, as per last report.....	556,000 00
Total amount now of funded debt.....	580,000 00
Floating debt, as by last report	None.
The amount now of floating debt.	None.
Total amount now of floating and funded debt....	580,000 00
Rate per cent. per annum of interest on funded debt,	7 per cent.
Date and rate per cent. per annum of dividend or dividends: February 1, 1868, 15 per cent.	
Number of shares of stock.....	15,063
Par value of each share,	\$50 00
Amount of capital on which the respective dividends were declared.....	753,150 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$2,031,952 49	\$2,047,519 32
Equipment	487,194 91	487,194 91
Total cost	<u>2,519,147 40</u>	<u>2,534,714 23</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Corry to Petroleum Centre.....	37 miles.
Length of road laid.....	37 "
Length of sidings.....	7 "
Gauge of road: Three rails—one 4 ft. 8½ in., the other 6 ft.	
Weight of rail per yard on main track.....	56 pounds.
Branch roads owned by the company, and their length.....	None.
Roads worked or leased by the company.....	None.
Number of engine houses and shops	6
Number of engines.....	15
Number of first class passenger cars, rated as eight wheel cars, (average cost of each, \$3,500,).....	9
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each, \$2,500,).....	3
Number of freight cars, rated as eight wheel cars, (average cost of each, \$750,).....	128
Number of coal cars, (rated as eight wheel cars,)...	None.
Number of iron bridges	None.
Number of wooden bridges, (total length in feet, 600,)	3
Number of stone bridges	None.
Number of railroads crossed	None.
Number of stations on main road	12
Number of wood and water stations on main road,	8
Value of real estate held by the company, exclusive of road way	\$5,000 00
Number of tunnels	None.
How is track laid, and on what foundation? On wooden cross-ties, ballasted with gravel.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	27,731
Number of miles run by freight trains	73,280
Number of passengers (all classes) carried in cars,	35,607
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	70,716
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)....	20
Average rate of speed adopted by express trains, including stops.....	20
Average rate of speed adopted by freight trains, including stops.....	12
Weight of first class passenger engines.....	32 tons.
Weight of freight engines.....	32 "

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1867	10,027
December, 1867	8,567
January, 1868.....	8,748
February, 1868	8,265
Total.....	35,607

The amount of freight, specifying the quantity in tons:

Anthracite and bituminous coal,	3,567	Agricultural products.....	549
Petroleum.....	58,623	Merchandise and manufactures,	2,637
Pig iron, railroad iron, and other		Lumber	2,189
iron or castings	762	Other articles.....	2,376
Lime and limestone.....	13		
		Total	70,716

The rate of fare for passengers charged for the respective classes, per mile, as follows:

For first class through passengers	3½ cents.
For first class way passengers.....	3½ "
For second class through passengers	3½ "
For second class way passengers.....	3½ "

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Pass. transportation.	Freight transportation.
Repairs or maintenance of way, including buildings.....	\$24,890 96	\$4,978 19	\$19,912 77
Taxes on real estate.....	97 12	19 44	77 68
Total.....	24,988 08	4,997 63	19,990 45
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$22,260 47		
Repairs of passenger and baggage cars.....	2,983 05	\$4,452 09	\$17,808 38
Repairs of freight cars.....	16,243 37	2,983 03	
Repairs of tools and machinery in shops.....	571 19		
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	631 10	114 24	16,243 37
Total.....	42,680 16	126 22	456 95
			504 88
OPERATING THE ROAD.			
Office expenses, stationery, &c.....		7,675 58	35,013 58
Agents and clerks.....	\$978 63		
Labor—loading and unloading freight.....	13,430 07	\$244 66	\$733 97
Porters, watchmen and switch tenders.....	5,743 81	2,238 34	11,191 73
Conductors, baggage masters and brakemen.....	2,366 55		5,743 81
Engineers and firemen.....	6,521 25	473 51	1,893 04
Fuel, and cost of preparing for use.....	6,668 54	2,173 75	4,347 50
Oil and waste for engines and tenders.....	14,737 57	1,667 12	5,001 42
Lost and damage of goods and tenders, passenger, baggage and freight cars.....	2,512 77	2,947 51	11,790 06
Use of freight cars.....	3,077 56	502 55	2,010 22
Damage to property, including damage by fire and cattle killed on road.....	2,292 36	90 57	2,986 99
General superintendence.....	9,505 72		2,292 36
Contingencies.....	4,932 31		9,505 72
Total.....	16,331 27	1,233 08	3,609 23
		2,041 40	14,289 87
	80,098 41	13,612 49	75,485 92

RECEIPTS.

Months.	Passeng'rs.	Freight.	Mail and express.	Use of cars.	Miscella- neous.	Total.
Nov., 1867.....	\$6, 173 08	\$59, 262 03	\$587 91	\$1, 581 39	\$8, 957 05	\$76, 561 46
Dec., 1867.....	5, 373 56	43, 046 38	587 91	1, 330 83	5, 431 77	55, 770 45
Jan., 1868.....	5, 767 86	50, 817 88	602 92	432 68	1, 852 28	59, 473 62
Feb., 1868.....	5, 251 37	49, 175 84	572 92	3, 540 73	13, 358 77	71, 899 63
Total	22, 565 87	202, 302 13	2, 351 66	6, 885 63	29, 599 87	263, 705 16

Summary of payments:

For construction and equipment	\$15,566 83
For maintaining and operating the road.....	156,775 65
For dividends	112,972 50
For miscellaneous	18,051 59
For State tax on capital stock, tonnage and gross receipts.....	15,108 84
For United States tax	6,758 79
Total	<u>325,234 20</u>

Cost of transportation:

What express companies run on your road, and on what terms?
American express company, at \$15 per day.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Thomas Struthers	Warren, Pa.
Isaac S. Alden.....	Warren, Pa.
J. F. M'Pherson.....	Warren, Pa.
Boon Mead.....	Warren, Pa.
H. F. Sweetser.....	Corry, Pa.
C. G. Harmon.....	Corry, Pa.
A. W. Hecker	Corry, Pa.
William G. Fargo.....	Buffalo, N. Y.
William B. Peck.....	Buffalo, N. Y.
Charles H. Lee.....	Silver Creek, N. Y.
H. L. Lansing.....	Buffalo, N. Y.
A. S. Diven.....	New York.
Lewis Roberts.....	New York.
Isaac S. Alden, President.....	Warren, Pa.
John F. M'Pherson, Secretary.....	Warren, Pa.
F. A. Phillips, Treasurer.....	Corry, Pa.
H. F. Sweetser, Superintendent.....	Corry, Pa.

(No. 65.)

OIL CREEK AND ALLEGHENY RIVER.

[Warren and Franklin, Farmers' and Oil Creek railroads consolidated,
March, 1868.]

STATE OF PENNSYLVANIA, }
Erie County, } ss:

Personally appeared Edward F. Gay, president, and F. A. Phillips, treasurer, of the Oil Creek and Allegheny River railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) EDWARD. F. GAY, *President.*
F. A. PHILLIPS, *Treasurer.*

Sworn and subscribed before me, this }
9th day of December, 1868. }

L. E. GUIGNON, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$4,259,450 00
Amount of stock subscribed	4,259,450 00
Total amount now paid in of capital stock	4,259,450 00
Total amount now of funded debt.....	3,170,000 00
Floating debt, as by last report	None.
The amount now of floating debt	None.
Total amount now of floating and funded debt ...	3,170,000 00
Rate per cent. per annum of interest on funded debt,	7 per cent.
Date and rate per cent. per annum of dividend or dividends: July 1 and October 1, 1868, 10 per cent.; two quarterly dividends of 2½ per cent. each.	
Number of shares of stock.....	85,189
Par value of each share	\$50 00
Amount of capital on which the respective divi- dends were declared.....	<u>4,259,450 00</u>

COST OF ROAD AND EQUIPMENT.

	By present report.
Construction	\$6,742,065 55
Equipment	807,721 38
Total cost	<u>7,549,786 93</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Corry to Irvine- ton.....	96 miles.
Length of road laid.....	96 "
Length of double track of road.....	None.
Length of sidings.....	18½ miles.
Gauge of road: 45 miles three rails, six foot gauge and 4 feet 8½ inches; 51 miles 4 feet 9 inches.	
Weight of rail per yard on main track	50 and 56 lbs.
Branch roads owned by the company and their length, viz: Cherry Run, 3½ miles; the Reno, Pit- Hole and Oil Creek railroad, (15 miles long,) and equipment was purchased by this company, track taken up and removed, and road abandoned.	
Roads worked or leased by the company, viz:	None.
Number of engine houses and shops.....	8
Number of engines	28
Number of first class passenger cars, rated as eight wheel cars, (average cost of each, \$3,500,).....	13
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each, \$2,500,).....	4
Number of freight cars, rated as eight wheel cars, (average cost of each, \$800,).....	293
Number of coal cars, (rated as eight wheel cars,)..	None.
Number of iron bridges.....	None.
Number of wooden bridges, (total length in feet, 1,480,)	7
Number of stone bridges	None.
Number of railroads crossed.....	None.
Number of stations on main road	24
Number of wood and water stations on main road,	13

Value of real estate held by the company, exclusive of road way.....	\$15,000 00
Number of tunnels.....	None.
How is track laid, and on what foundation? Wooden cross-ties, wrought iron chairs and partly ballasted with stone and gravel.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	102,320
Number of miles run by freight trains.....	146,560
Number of miles run by coal trains.....	None.
Number of passengers (all classes) carried in cars,	247,507
Gross amount of tonnage for the year (2,000 lbs. per ton,)	399,015
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	20
Average rate of speed adopted by express trains, including stops	20
Average rate of speed adopted by freight trains, including stops	12
Weight of first class passenger engines	22 tons.
Weight of freight engines	32 "

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

March, 1868.....	21,792	August, 1868.....	40,424
April, 1868.....	26,815	September, 1868.....	36,990
May, 1868.....	24,594	October, 1868	36,382
June, 1868.....	26,395		
July, 1868.....	34,115	Total	247,507

The amount of freight, specifying the quantity in tons :

Anthracite and bituminous coal,	28,350	Merchandise and manufactures,	15,364
Petroleum.	309,803	Lumber	12,235
Pig iron, railroad iron and other iron or castings.....	4,725	Other articles	24,358
Lime and limestone.....	406		
Agricultural products.....	3,774	Total	399,015

The rate of fare for passengers charged for the respective classes, per mile, as follows:

For first class through passengers.	3½ cents.
For first class way passengers.....	3½ “

The rate per ton (of 2,000 pounds) per mile charged for freight:

For through freight.....	10 cents.
For through coal.....	None.
For local freight.....	10 cents.
For local coal.....	5 “

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Pass. transportation.	Freight transportation.
Repairs or maintenance of way, including buildings.....	\$183,427 14	\$36,685 43	\$146,741 71
Taxes on real estate	837 55	167 51	670 04
Total	184,264 69	36,852 94	147,411 75
REPAIRS OF MACHINERY.			
Repairs of engines and tenders	\$64,772 80	\$12,954 56	\$51,818 24
Repairs of passenger and baggage cars	12,692 58	12,692 58	.....
Repairs of freight cars.....	35,226 48	.....	35,226 48
Repairs of tools and machinery in shops	5,214 12	1,042 82	4,171 30
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	2,223 76	444 73	1,779 03
Total.....	120,129 74	27,134 69	92,995 05
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$5,573 67	\$1,114 73	\$4,458 94
Agents and clerks	40,750 22	8,250 04	32,500 18
Labor—loading and unloading freight.....	22,134 80	.....	22,134 80
Porters, watchmen and switch tenders.....	5,949 32	1,189 86	4,759 46
Wood and water station attendance.....	1,256 91	251 38	1,005 53
Conductors, baggage masters and brakemen	35,574 80	7,114 96	28,459 84
Engineers and firemen	32,972 93	6,594 53	26,378 35
Fuel and cost of preparing for use.....	35,370 23	7,074 05	28,296 18
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	10,703 77	2,160 75	8,543 02
Loss and damage of goods and baggage.....	2,610 61	25 00	2,585 61
Damage for injury of persons.....	2,393 65	478 73	1,914 92
Damage to property, including damage by fire and cattle killed on road.....	285 06	142 53	142 53
General superintendence.....	11,013 03	2,602 60	8,410 43
Contingencies	10,907 84	3,705 68	7,202 16
Total.....	217,496 84	40,704 89	176,791 95

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders.....	None.
From sale of bonds	None.
From other sources	None.

RECEIPTS.

Months.	Passengers.	Freight.	Mail and express.	Miscella- neous.	Total.
March, 1868	\$12,307 18	\$98,759 01	\$1,200 57	\$453 89	\$112,720 65
April, 1868	15,543 67	99,536 35	1,332 37	13,092 09	129,504 48
May, 1868	13,882 01	118,694 37	1,331 55	887 72	134,795 65
June, 1868	14,459 01	124,444 79	1,451 41	597 27	140,952 48
July, 1868	18,106 31	131,080 16	945 00	9,451 47	159,582 94
August, 1868	20,862 22	144,204 14	910 00	1,550 95	167,527 31
September, 1868	23,778 63	158,424 25	818 59	1,950 42	184,971 89
October, 1868	21,160 28	143,907 35	945 00	1,022 23	167,034 86
Total.....	140,099 31	1,019,050 42	8,934 49	29,006 04	1,197,090 26

Summary of payments:

For construction and equipment.....	\$111,304 85
For maintaining and operating the road.....	521,891 27
For dividends, (quarterly,).....	212,972 50
For interest.....	154,910 00
For miscellaneous	12,063 71
For surplus funds.....	173,897 59
For State tax on capital stock and tonnage, and gross receipts.....	6,558 08
For United States tax.....	3,492 26
Total.....	1,197,090 26

Total amount of surplus fund..... \$173,897 59

Cost of transportation:

Cost per passenger per mile, proximate average...	3 cents.
Cost per ton freight per mile, proximate average..	4½ "

What express companies run on your road, and on what terms?
American express company, at \$35 per day.

What transportation or freight companies run on your road,
and on what terms? The road is free to all and upon equal terms.

ACCIDENTS.

	Killed.	Injured.
Passengers.....	0	2
Employees.....	8	18
Others.....	1	1
Total	<u>9</u>	<u>21</u>

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows :

May 11. Jas. M'Geary, brakeman, fell from cars when in motion and badly injured.

July 25. Switch engine Irvinton run over child of M. Buckley, and cut off half of her foot.

August 15. Gravel train collided with freight train near Rorersville, and killed Jas. Han, George Marshall, Dennis Sullivan, John Garvey, Michael Portland and Michael Elliott, all laborers; injured M. St. Clair and J. H. Poor, brakemen, M. Slatterley, M. Crow, D. Scully, J. Murphy, P. Lynch, A. Killeen, P. Murphy, J. Curran, C. McCarthy, A. Keating, T. Finnican, J. Holland and J. O'Rourke, laborers.

August 25. E. Bain had his shoulder blade broken coupling cars at Miller farm; Ed. Powers, brakeman, killed at Oil City, making up train.

October 7. Two passengers (unknown) slightly injured, two and half miles below Titusville, by freight train running into passenger train.

October 12. F. H. Wright, brakeman, killed at Tidioute, by falling off tender.

November 2. M. Gannon, brakeman, thrown off the train at Tionesta and injured.

November 17. P. F. Canagan killed at Miller farm, laying on track.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Edward F. Gay	Philadelphia.
Wm. G. Moorhead	Philadelphia.
Chas. B. Wright	Philadelphia.
Isaac S. Alden.....	Warren, Pa.
Wm. G. Fargo.....	Buffalo, N. Y.
Chas. H. Lee.....	Silver Creek, N. Y.
Alex. S. Diven.....	New York.
Edward F. Gay, President	Philadelphia.
Jno. F. M'Pherson, Secretary.....	Warren, Pa.
F. A. Phillips, Treasurer	Corry, Pa.
H. F. Sweetser, Superintendent.....	Corry, Pa.

(No. 66.)

OIL CITY AND PIT-HOLE BRANCH.

STATE OF PENNSYLVANIA, }
Venango County, } ss:

Personally appeared George V. Forman, sequestrator of the Oil City and Pit-Hole railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of his knowledge and belief.

(Signed) GEORGE V. FORMAN, *Sequestrator.*

Sworn and subscribed before me, this }
 19th day of November, 1868. }

H. SUTTEN, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$500,000 00
Amount of stock subscribed.....	485,000 00
Amount paid in as by last report.....	485,000 00
Funded debt, as per last report.....	None.
Total amount now of funded debt.....	None.
Floating debt, as by last report, about.....	190,000 00
The amount now of floating debt: Same, with interest one year.	
Date and rate per cent. per annum of dividend or dividends	No dividends.
Number of shares of stock.....	100,000
Par value of each share	\$50 00
Amount of capital on which the respective dividends were declared: No dividends ever declared.	

COST OF ROAD AND EQUIPMENT.

Original books in the hands of the company, and not within the reach of the receiver.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Pit-Hole to Oleopolis	7 miles.
---------------------------------------------------------------	----------

Length of road laid.....	7 miles.
Length of double track of road.....	None.
Length of sidings.....	1 mile.
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track: 56 pounds for five miles, and 62 pounds for three miles.	
Branch roads owned by the company, and their length.....	None.
Roads worked or leased by the company.....	None.
Number of engine houses and shops.....	2
Number of engines.....	2
Number of first class passenger cars, rated as eight wheel cars, (average cost of each, about \$1,500,)	2
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each, about \$800,).....	1
Number of freight cars, rated as eight wheel cars, (average cost of each, about \$600,).....	25
Number of coal cars, (rated as eight wheel cars,)..	None.
Number of wooden bridges, (total length in feet, 650,).....	10
Number of railroads crossed.....	None.
Number of stations on main road.....	5
Number of wood and water stations on main road,	2
Value of real estate held by the company, exclusive of road way.....	\$3,000 00
Number of tunnels.....	None.
How is track laid, and on what foundation? On cross-ties, filled in with gravel and earth.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger and freight trains, mixed, nearly.....	10,000
Number of miles run by coal trains.....	None.
Number of through passengers for the year on main road.....	8,104
Number of passengers (all classes) carried in cars,	8,395

Number of tons of 2,000 lbs. of through freight for the year on main road, and gross amount of tonnage for the year, (2,000 lbs. per ton :) No account kept.

Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,) . . .	12
Weight of first class passenger engines	25 tons.
Weight of freight engines	23 "

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1867.....	1,059	June, 1868.....	787
December, 1867.....	878	July, 1868.....	866
January, 1868.....	863	August, 1868.....	681
February, 1868.....	644	September, 1868.....	486
March, 1868.....	477	October, 1868.....	465
April, 1868.....	619		
May, 1868.....	570	Total	8,395

The amount of freight, specifying the quantity in tons :

No account kept.

The rate of fare for passengers charged for the respective classes, per mile, as follows :

For first class through passengers	7 cents.
For first class way passengers.....	7 "
For second class through passengers.....	None.
For second class way passengers	None.

The rate per ton (of 2,000 lbs.) per mile charged for freight:

For through freight.....	15 cents.
For through coal.....	14 "
For local freight.....	None.
For local coal.....	None.

EXPENSES.

Accounts not kept so as to be able to fill this blank as itemized.

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders.....	None.
From sale of bonds	None.
From other sources	None.

RECEIPTS.

Months.	Passeng'rs.	Freight.	Express.	Use of cars.	Total.
November, 1867.....	\$517 90	\$954 74	\$47 75	\$534 00	\$2,054 39
December, 1867.....	433 45	975 12	33 25	508 00	1,949 82
January, 1868.....	424 60	1,099 55	15 60	272 00	1,811 75
February, 1868.....	319 95	861 18	22 65	350 00	1,553 78
March, 1868.....	234 35	995 84	29 59	85 50	1,345 28
April, 1868.....	327 85	930 17	20 60	212 50	1,491 12
May, 1868.....	283 25	805 59	25 70	190 00	1,304 54
June, 1868.....	386 00	1,014 54	28 00	204 50	1,633 04
July, 1868.....	425 55	1,755 45	32 50	182 50	2,396 00
August, 1868.....	334 85	2,470 74	24 00	.....	2,829 59
September, 1868.....	240 20	3,846 12	42 20	.....	4,128 52
October, 1868.....	232 25	3,906 43	35 00	.....	4,173 68
Total	4,160 20	19,615 47	356 84	2,539 00	26,671 51

Summary of payments:

For maintaining and operating the road	\$21,601 22
For United States tax.....	82 98
Total amount of surplus fund.....	<u>4,987 31</u>

Cost of transportation:

Cost per passenger per mile and cost per ton freight per mile, proximate average: As trains were mixed, it is impossible to tell.

What express companies run on your road, and on what terms? American express company, at 25 cents per 100 pounds.

What transportation or freight companies run on your road, and on what terms? Empire line transportation company; general merchandize, 10, 12 and 15 cents per 100 pounds; oil per car in bulk, \$15; oil per barrel, in barrels, 25 cents.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
William Thorp.....	Meadville.
William Reynolds.....	Meadville.
J. J. Shryock	Meadville.
I. B. Porteous.....	Oil City.
J. J. Vandergrift.....	Oil City.
William Thorp.....	President.
J. T. Blair, (for the company,).....	Secretary and Treasurer.
W. W. Bronson.....	Superintendent.

(No. 67.)

PENNSYLVANIA AND NEW YORK.

Amount of capital stock, unlimited by charter: No stock issued.

Amount of funded debt \$2,697,000 00

No floating debt.

Rate of interest on funded debt 7 per cent.

Total amount expended on construction 1,581,000 90

Cost finished section Waverly to Towanda 630,147 73

Length of road laid, from Waverly to Towanda... 20 miles.

Length of sidings 1.25 miles.

Gauge of road 4 feet 8½ in.

Weight of rail per yard 60 pounds.

Number of wooden bridges 7

Total length in feet 1,247

Number of stations 5

Number of wood and water stations 3

Track laid on oak and hemlock ties—gravel ballast.

Very considerable progress has been made on the balance of the road, and the entire line from Wilkesbarre to Waverly is expected to be finished during the year 1869. A section of our road from Wilkesbarre north was opened by the Lehigh Valley railroad company, and is operated by them, the details of which are not within reach.

The officers of the company are C. F. Welles, president; V. E. Piollet, superintendent of construction, and John P. Cox, secretary, treasurer and superintendent.

The above is true to the best of my knowledge.

C. F. WELLES, *President.*

Sworn and subscribed before me, on }
the 8th day of February, 1869. }

C. W. CLAPP, *Notary Public.*

(No. 68.)

PENNSYLVANIA.

STATE OF PENNSYLVANIA, }
Philadelphia City, } ss:

Personally appeared before me, an alderman in and for said city, Herman J. Lombaert, vice president, and Thomas T. Firth, treasurer, of the Pennsylvania railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) HERMAN J. LOMBAERT, *Vice President.*

THOS. T. FIRTH, *Treasurer.*

Sworn and subscribed before me, this }
 28th day of January, 1869. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$35,000,000 00
Amount of stock subscribed	27,200,487 50
Amount paid in as by last report	21,045,750 00
Total amount now paid in of capital stock	27,040,762 50
Funded debt, as per last report	13,311,840 00
Total amount now of funded debt	14,915,568 00
Floating debt, as by last report	591,555 24
The amount now of floating debt	50,000 00
Total amount now of floating and funded debt ..	14,965,568 00
Debt due the State, (for purchase of main line, bearing 5 per cent	6,275,733 43
Rate per cent. per annum of interest on funded debt	6 per cent.
Date and rate per cent. per annum of dividend or dividends: May 1, 1868, 5 per cent. in stock and 3 per cent. in cash; November 1, 1868, 5 per cent. in cash.	
Number of shares of stock	540,815

Par value of each share	\$50 00
Amount of capital on which the respective dividends were declared: May, \$21,045,750; November, \$26,794,512 50.	

COST OF ROAD AND EQUIPMENT.

By last report. By present report.

Construction, equipment, real estate, telegraph line, Philadelphia and Columbia railroad, Monongahela Extension, Pittsburgh and Delaware Extension, Philadelphia.

Total cost	\$29,115,018 90	\$29,761,532 65
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CHARACTERISTICS OF ROAD.

Length of main line of road, from Philadelphia to Pittsburgh, (including Harrisburg and Lancaster railroad,)	354 $\frac{9}{10}$ miles.
Length of road laid.....	354 $\frac{9}{10}$ "
Length of double track of road.....	352 $\frac{9}{10}$ "
Length of sidings.....	133 $\frac{7}{10}$ "
Gauge of road.....	4 ft. 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track: 64 and 67 lbs. for iron; 56, 65 and 67 lbs. for steel.	
Roads worked or leased by the company and their length, viz: East Brandywine and Waynesburg, 17 miles; Harrisburg and Lancaster, 54 miles; Mifflin and Centre County, 12 $\frac{9}{10}$ miles; Tyrone and Clearfield, 37 $\frac{4}{10}$ miles; Bald Eagle Valley, 51 $\frac{2}{10}$ miles; Ebensburg and Cresson, 11 miles; Western Pennsylvania, 63 $\frac{7}{10}$ miles; Philadelphia and Erie, 287 $\frac{5}{10}$ miles; Newry Branch, 1 $\frac{1}{10}$ miles.	
Branch roads owned by the company and their length, viz: Hollidaysburg, 7 $\frac{6}{10}$ miles; Indiana, 19 miles; Delaware Extension, 5 $\frac{5}{10}$ miles; Steubenville Extension, 1 $\frac{2}{10}$ miles; Tyrone Branch, 3 $\frac{1}{10}$ miles.	

Number of engine houses and shops.....	8
Number of engines	434
Number of first class passenger cars, rated as eight wheel cars, (average cost of each, \$4,000,)	168
Number of second class passenger cars, rated as eight wheel cars, (average cost of each, \$2,500,)	51
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each, \$1,200,)	99
Number of freight cars, rated as eight wheel cars, (average cost of each, \$750,)	5,490
Number of coal cars, rated as eight wheel cars, (average cost of each, \$600,)	718
Number of iron bridges, (total length in feet, 13,247,)	147
Number of wooden bridges, (total length in feet, 7,468,)	42
Number of stone bridges, of 24 feet span and upwards	17
Number of railroads crossed	4
Number of stations on main road: 89 passenger, 58 freight.	
Number of wood and water stations on main road: 34 wood and 63 water.	
Number of tunnels: Length of each, 200, 900, 1,200, 3,612, 650, 300, 450 and 450 feet	8
How is track laid, and on what foundation? On cross-ties resting on broken stone ballast.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.	2,051,625
Number of miles run by freight and coal trains...	6,355,865
Number of miles run by distributing trains.....	285,838
Number of through passengers for the year on main road.....	96,228
Number of passengers (all classes) carried in cars,	3,747,178
Number of tons of 2,000 lbs. of through freight for the year on main road.....	608,890
Gross amount of tonnage for the year.....	4,722,015

Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	20
Average rate of speed adopted by express trains, including stops	25
Average rate of speed adopted by freight trains, including stops	12
Weight of first class passenger engines	70,000 lbs.
Weight of freight engines	75,000 "

The amount of freight, specifying the quantity in tons:

Anthracite coal	436, 826	Agricultural products	584, 870
Bituminous coal	1, 628, 223	Merchandise	288, 021
Petroleum	181, 174	Manufactures	181, 015
Pig iron	116, 751	Live stock	251, 416
Railroad iron	119, 833	Lumber	242, 609
Other iron or castings	98, 818	Other articles	113, 260
Iron and other ores	100, 886		
Lime and limestone	84, 182	Total	4, 427, 884

The rate of fare for passengers charged for the respective classes, per mile, as follows:

For first class through passengers	3 cents.
For first class way passengers	3 "
For second class through passengers	1 $\frac{3}{4}$ "

The rate per ton (of 2,000) pounds per mile charged for freight:

For through freight and coal and for local freight and coal	1 $\frac{9\ 0\ 6}{1000}$ cents.
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EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Pass. Transportation.	Freight Transportation.
Repairs or maintenance of way, including buildings.....	\$2,837,524 18	\$917,716 56	\$1,919,807 62
Iron rails.....	962,404 20	288,721 26	673,682 94
Taxes on real estate.....	67,783 34	19,558 88	48,224 46
Total	3,867,711 72	1,225,996 70	2,641,715 02
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$1,212,216 99	\$303,539 10	\$905,677 89
Repairs of passenger and baggage ears.....	450,539 29	450,539 29	.....
Repairs of freight ears	954,912 40	.....	954,912 40
Repairs of tools and machinery in shops.....	179,032 81	53,709 81	125,323 00
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	352,718 76	105,815 66	246,903 10
Total	3,149,420 25	916,603 86	\$2,232,816 39
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$193,839 62	\$87,106 13	\$106,733 49
Agents and clerks.....	520,536 40	209,231 40	311,305 00
Labor—loading and unloading freight.....	194,685 99	.....	194,685 99
Porters, watchmen and switch tenders.....	71,215 35	36,320 25	34,895 10
Wood and water station attendance	24,572 92	7,371 89	17,201 03
Conductors, baggage masters and brakemen.....	885,779 29	194,669 55	691,109 74
Engineers and firemen	526,706 57	101,081 44	425,625 13
Fuel and cost of preparing for use.....	652,585 71	112,094 08	540,491 63
Oil and waste for engines and tenders, passenger, baggage and freight ears.....	209,758 65	43,946 17	165,812 48
Loss and damage of goods and baggage	173,567 68	53,424 39	120,143 29
Use of freight cars	29,391 26	17,140 96	12,250 30
Shoveling snow.....	58,623 60	17,587 09	41,036 51
General superintendence.....	79,449 96	23,830 00	55,619 96
Contingencies	1,223,338 91	373,462 32	849,876 59
Total	4,843,851 91	1,277,865 67	3,565,986 24
Grand total.....	11,860,983 88	3,420,466 23	8,440,517 65

Receipts:

From passengers	\$3,610,148 23
From freight	12,882,165 30
From mail transportation	99,981 25
From miscellaneous	641,202 53
Total	<u>17,233,497 31</u>

Summary of payments:

For construction and equipment	\$22,679 75
For maintaining and operating the road	11,583,520 11
For dividends	2,966,896 25
For interest	626,950 67
For State tax on capital stock	151,169 28
For State tax and tonnage: Tonnage tax, \$53,- 125 43; revenue tax, \$126,580 38	179,705 81
For United States tax on passengers	97,757 96
For United States tax on dividends, &c.	<u>171,676 46</u>

Cost of transportation:

Cost per passenger per mile, proximate average...	$2\frac{5.67}{1000}$ cents.
Cost per ton freight per mile, proximate average..	<u>$1\frac{22.5}{1000}$ "</u>

ACCIDENTS.

	Killed.	Injured.
Passengers*	1	34
Employees	35	123
Others	30	50
Total	<u>66</u>	<u>207</u>

* Rail broke.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
J. Edgar Thomson	Philadelphia, Pa.
Josiah Bacon.....	Philadelphia, Pa.
Wistar Morris.....	Philadelphia, Pa.
Alexander Nimiek	Pittsburg, Pa.
Samuel T. Bodine.....	Philadelphia, Pa.
Joseph B. Myers.....	Philadelphia, Pa.
Edward C. Knight.....	Philadelphia, Pa.
Washington Butcher	Philadelphia, Pa.
John M. Kennedy	Philadelphia, Pa.
John Riee.....	Philadelphia, Pa.
Lewis Elkin ..	Philadelphia, Pa.
William Anspach.....	Philadelphia, Pa.
G. Morrison Coates.....	Philadelphia, Pa.
Thomas A. Scott.....	Philadelphia, Pa.
Herman J. Lombaert	Philadelphia, Pa.
J. Edgar Thomson, President.....	Philadelphia, Pa.
Edmund Smith, Secretary.....	Philadelphia, Pa.
Thomas T. Firth, Treasurer.....	Philadelphia, Pa.
Edward H. Williams, General Superintendent.....	Altoona, Pa.

(No. 69.)

PENNSYLVANIA COAL COMPANY.

STATE OF NEW YORK, }
 City and County of New York, } ss:

Personally appeared Wm. F. Havemeyer, Esq., *pro tem.* president, and Geo. A. Hoyt, Esq., treasurer, of the Pennsylvania coal company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) W. F. HAVEMEYER, *President pro tem.*
 GEO. A. HOYT, *Treasurer.*

Sworn and subscribed before me, this }
 11th day of November, 1868. }

E. H. MEAD,
Commissioner for Pennsylvania in New York.

STOCK AND DEBT.

Capital stock as authorized by law.....	\$3,350,329 00
Amount of stock subscribed.....	3,200,000 00
Amount paid in as by last report.....	3,200,000 00
Total amount now paid in of capital stock.....	3,200,000 00
Funded debt, as per last report.....	597,500 00
Total amount now of funded debt.....	597,500 00
Floating debt, as by last report.....	385,750 00
The amount now of floating debt.....	375,000 00
Total amount now of floating and funded debt....	972,500 00
Rate per cent. per annum of interest on funded debt,	7 per cent.
Date and rate per cent. per annum of dividend or dividends: February 1, 5 per cent.; May 1, 5 per cent.; August 1, 5 per cent.; November 1, 5 per cent.	
Number of shares of stock	64,000
Par value of each share.....	\$50 00
Amount of capital on which the respective divi- dends were declared.....	3,200,000 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment.....	\$2,000,000 00	\$2,000,000 00

CHARACTERISTICS OF ROAD.

Gravity road, worked by stationary engines, for transportation of coal mined by the company. No locomotive power used.

Length of main line of road, from Hawley to Port

Griffith	47 miles.
Length of road laid.....	100 "
Length of double track of road.....	47 "
Length of sidings.....	6 "
Gauge of road.....	4 ft. 3½ in.
Weight of rail per yard on main track.....	36 pounds.

Branch roads owned by the company and their length, viz: Branch from Hawley to Lackawaxen, $15\frac{87}{100}$ miles in length; leased and worked by the Erie railway company.

Roads worked or leased by the company, viz: 23 stationary engines, 1 machine shop, 3 car shops.

Number of engine houses and shops, and number of engines: None but stationary engines.

Number of passenger cars.....	4
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Number of baggage, mail and express cars, (rated as eight wheel cars,).....	None.
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Number of freight cars, (26 flat, 14 box, and 10 house,)	50
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Number of coal cars.....	2,000
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Number of iron bridges.....	None.
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Number of wooden bridges	28
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Number of stone bridges	None.
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Number of stations on main road.....	5
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Number of wood and water stations on main road,	None.
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Number of tunnels, (length of each, 800 feet,)....	1
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How is track laid, and on what foundation? 50 miles ties and T rail, balance strap rail, and sleepers on the ground.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	None.
Number of miles run by freight trains.....	No account.
Number of miles run by coal trains.....	No account.
Number of through passengers for the year on main road, and number of passengers (all classes) carried in cars.....	No account.
Number of tons of 2,000 lbs. of through freight for the year on main road.....	911,907
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	1,055,005
Average rate of speed adopted by freight trains, including stops, (miles per hour,).....	10
Weight of first class passenger engines.....	None.
Weight of freight engines.....	None.

The amount of freight, specifying the quantity in tons:

Anthracite coal.....	1,043,853	Merchandise	2,405
Iron or castings.....	48	Lumber, &c.	8,524
Agricultural products.....	175		
		Total	1,055,005

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
John Ewen.....	New York.
Isaac L. Platt.....	New York.
Wm. F. Havemeyer.....	New York.
Jonathan Thorne.....	New York.
Wm. R. Griffith.....	New York.
Charles Morgan	New York.
John Q. Jones	New York.
George L. Brown.....	New York.
E. Judson Hawley	New York.
John Ewen, President.....	New York.
Edwin H. Mead, Secretary.....	New York.
George A. Hoyt, Treasurer.....	New York.
John B. Smith, Superintendent.....	Dunmore, Pa.
Wm. F. Havemeyer, President <i>pro tem</i>	New York.

(No. 70.)

PERKIOMEN.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared A. H. Seipt, president, and J. W. Jones, treasurer, of the Perkiomen railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) A. H. SEIPT, *President.*

J. W. JONES, *Treasurer.*

Sworn and subscribed before me, this }
 11th day of December, 1868. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$50,000 00
Amount of stock subscribed	39,650 00
Amount paid in as by last report.....	25,150 00
Total amount now paid in of capital stock	37,305 00
Funded debt, as per last report	126,900 00
Total amount now of funded debt.....	255,700 00
Floating debt, as by last report	38,000 00
The amount now of floating debt.....	193,360 87
Total amount now of floating and funded debt ...	449,060 87
Rate per cent. per annum of interest on funded debt,	6 per cent.
Date and rate per cent. per annum of dividend or dividends	None.
Number of shares of stock	793
Par value of each share	\$50 00
Amount of capital on which the respective divi- dends were declared	<u>None declared.</u>

COST OF ROAD AND EQUIPMEET.

	By last report.	By present report.
Construction.....	\$139,240 50	\$417,332 82
Total cost		<u>417,332 82</u>

Equipment: Leased to P. and R. railroad company.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Pauling's bridge to Emaus	36½ miles.
Length of road laid	10 miles.
Length of sidings	5,836 feet.
Gauge of road	4 feet 8½ in.
Weight of rail per yard on main track	<u>56 pounds.</u>

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Will be included in return made by Philadelphia and Reading railroad company.

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders.....	\$12,155 00
From sale of bonds.....	128,800 00
From other sources.....	155,360 87
Total	<u>296,315 87</u>

Summary of payments:

For construction and equipment	\$278,092 32
For interest.....	11,956 50
For state tax on capital stock and tonnage	95 99
United States tax.....	833 65
Total	<u>290,978 46</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Henry Longaker.....	Freeland.
Henry A. Hunsicker.....	Freeland.
G. D. Hunsieker.....	Lower Providence.
Aaron Schwenck.....	Zieglersville.
Jesse Ziegler.....	Zieglersville.
George Graber.....	Pennsburg.
Philip Super.....	Pennsburg.
James Boyd.....	Norristown.
S. Gross Fry.....	Philadelphia.
David Schman.....	Perkiomenville.
Sam'l D. Rudy.....	Perkiomenville.
Wm. F. Reed.....	Sumneytown.
A. H. Seipt, President.....	Skippackville.
J. W. Jones, Secretary and Treasurer.....	Philadelphia.

(No. 71.)

PHILADELPHIA AND BALTIMORE CENTRAL.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Samuel M. Felton, president, and Joseph Huddell, treasurer, of the Philadelphia and Baltimore Central railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) S. M. FELTON, *President.*
 J. HUDDELL, *Treasurer.*

Sworn and subscribed before me, this }
 19th day of January, 1869. }

JOHN WHITE, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$2,000,000 00
Amount of stock subscribed	225,000 00
Amount paid in as by last report	218,000 00
Total amount now paid in of capital stock	218,000 00
Funded debt as per last report	800,000 00
Total amount now of funded debt	800,000 00
Floating debt, as by last report	62,500 00
The amount now of floating debt	212,500 00
Total amount now of floating and funded debt. . . .	1,012,500 00
Rate per cent. per annum of interest on funded debt,	7 per cent.
Date and rate per cent. per annum of dividend or dividends	None.
Number of shares of stock	4,362
Par value of each share	\$50 00
Amount of capital on which the respective divi- dends were declared.	<u>No dividends.</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$1,100,115 24	\$1,266,387 18
Equipment.....	70,164 16	70,164 16
Total cost	<u>1,170,279 40</u>	<u>1,336,551 34</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from junction West Chester and Philadelphia R. R., to Baltimore, Md., about	90 miles.
Length of road laid	39 "
Length of double track of road	None.
Length of sidings, about.....	2½ miles.
Gauge of road	4 feet 8½ in.
Weight of rail per yard on main track	50 and 57 lbs.
Branch roads owned by the company	None.
Roads worked or leased by the company	None.
Number of engine houses and shops	2
Number of engines	4
Number of first class passenger cars, rated as eight wheel cars, (average cost of each, \$2,500,).....	4
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each, \$1,800,)	2
Number of freight cars, rated as eight wheel cars, (average cost of each, \$550,).....	63
Number of coal cars, (rated as eight wheel cars,)..	None.
Number of iron bridges	None.
Number of wooden bridges, (total length in feet, 1,600,)	18
Number of stone bridges	None.
Number of railroads crossed	None.
Number of stations on main road.....	20
Number of wood and water stations on main road,	3
Number of tunnels	None.
How is track laid and on what foundation? On stone ballast and sand.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	40,591
Number of miles run by freight trains.....	46,520
Number of miles run by coal trains.....	None.
Number of passengers (all classes) carried in cars,	130,870
Gross amount of tonnage for the year	56,025
Average rate of speed adopted by ordinary passen- ger trains, including stops, (miles per hour,)...	16
Average rate of speed adopted by express trains, including stops	None.
Average rate of speed adopted by freight trains, including stops	8
Weight of first class passenger engines	20 tons.
Weight of freight engines.....	26 "

The amount of freight, specifying the quantity in tons:

Coal.....	10,882	Agricultural products.....	15,768.
Petroleum.....	86	Merchandise and manufactures,	9,958
Pig iron	21	Live stock.....	1,040
Railroad iron.....	713	Lumber	6,995
Other iron or castings.....	285	Other articles	4,448
Iron and other ores	1,294		
Lime and limestone.....	4,535	Total.....	56,025

The rate of fare for passengers charged for the respective classes, per mile, as follows:

For first class through passengers.....	3½ cents.
For first class way passengers	4 "
For second class through passengers.....	None.
For second class way passengers	None.

The rate per ton (of 2,000 pounds) per mile charged for freight:

For through freight.....	None.
For through coal	None.
For local freight: Average could only be given and would not be any criterion.	
For local coal	3½ cents.

EXPENSES.

Maintenance of way, including buildings, &c.....	\$56,748 54
Taxes—United States and local.....	2,920 15
Total	<u>59,668 69</u>

Operating the road :

Motive power	\$29,309 42
Maintenance of cars	9,533 51
Transportation of passengers	9,651 27
Transportation of freight.....	23,138 64
General expenses.....	5,020 21
Total	<u>76,653 05</u>

Aggregate total	<u>\$136,321 74</u>
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RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders	None.
From sale of bonds	None.
From other sources	<u>\$150,000 00</u>

Receipts :

From passengers	\$72,132 14
From freight.....	79,764 36
From mail transportation, including miscellaneous,	3,849 53
Total	<u>155,746 03</u>

Summary of payments :

For construction and equipment.....	\$166,271 94
For maintaining and operating the road	136,321 74
For dividends	None.
For interest	None.
For State tax on capital stock and tonnage and United States tax: Included in expenses.	
Total	<u>302,593 68</u>

ACCIDENTS.

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Isaac Hinckley.....	Philadelphia, Pa.
Robert H. Lamborn	Philadelphia, Pa.
David Woelpper	Chadd's Ford, Del. co., Pa.
Aaron Baker.....	Avondale, Chester co., Pa.
Milton Conard	West Grove, Chester co., Pa.
Jas. A. Strawbridge.....	Elkview, Chester co., Pa.
Samuel Dickey	Oxford, Chester co., Pa.
Jas. R. Ramsey	Oxford, Chester co., Pa.
Daniel Stubbs.....	Nottingham, Chester co., Pa.
Edwin Haines.....	Rising Sun, Cecil co., Md.
Jacob Tome.....	Port Deposit, Cecil co., Md.
Thos. Donaldson.....	Baltimore, Md.
Samuel M. Felton, President.....	Philadelphia, Pa.
Joseph Huddell, Secretary and Treasurer.....	Philadelphia, Pa.
Henry Wood, Superintendent	Philadelphia, Pa.

(No. 72.)

PHILADELPHIA AND ERIE.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Edward F. Gay, president, and George P. Little, treasurer, of the Philadelphia and Erie railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) EDW'D F. GAY, *President.*

GEO. P. LITTLE, *Treasurer.*

Sworn and subscribed before me, this }
 29th day of January, 1869. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$10,000,000 00
Amount of stock subscribed.....	6,500,000 00
Amount paid in as by last report.....	5,996,700 00
Total amount now paid in of capital stock	6,004,200 00
Funded debt, as per last report.....	13,000,000 00
Total amount now of funded debt.....	13,000,000 00
Floating debt, as by last report	22,473 00
The amount now of floating debt.....	328,633 00
Total amount now of floating and funded debt...	13,328,633 00
Rate per cent. per annum of interest on funded debt,	6½ per cent.
Date and rate per cent. per annum of dividend or dividends	None.
Number of shares of stock.....	120,084
Par value of each share	\$50 00
Amount of capital on which the respective divi- dends were declared.....	None.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$19,014,864 78	\$19,350,997 78

Equipment: None—belongs to the Pennsylvania railroad company.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Sunbury to Erie,	287 $\frac{51}{100}$ miles.
Length of road laid	287 $\frac{51}{100}$ "
Length of double track of road: None so considered.	
Length of sidings	75 $\frac{884}{1000}$ "
Gauge of road	4 feet 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track	56 pounds.
Branch roads owned by company and their length,	None.
Roads leased by the company	None.
Number of engine houses and shops: Five shops with engine houses, and six engine houses detached from shops.	
Number of engines	95
Number of first class passenger cars, rated as eight wheel cars, (average cost of each, \$4,000 :) 34 first class and 8 second class.	
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each, \$2,000,)	18
Number of freight cars, rated as eight wheel cars, (average cost of each, \$900,)	1,406
Number of coal cars, rated as eight wheel cars, (average cost of each, \$800,)	49
Number of iron bridges, (total length in feet, 60,) ..	2
Number of wooden bridges, (total length in feet, 17,925,)	160
Number of stone bridges	None.
Number of railroads crossed	3
Number of stations on main road	76
Number of wood and water stations on main road,	41
Number of tunnels	None.
How is track laid and on what foundation? With cross-ties, partly ballasted with stone and gravel.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	509,382
Number of miles run by freight trains.....	1,503,480
Number of miles run by coal trains: Not run separately.	
Number of through passengers for the year on the main road	26,671
Number of passengers (all classes) carried in cars,	629,320
Number of tons of 2,000 lbs. of through freight for the year on main road.....	109,761
Gross amount of tonnage for the year.....	1,090,845
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	21
Average rate of speed adopted by express trains, including stops.....	21
Average rate of speed adopted by freight trains, including stops.....	12
Weight of first class passenger engines: 58,350 lbs., or.....	29 $\frac{3}{8}$ tons.
Weight of freight engines: 63,700 lbs., or.....	31 $\frac{1}{3}$ "

The amount of freight, specifying the quantity in tons:

Anthracite coal.....	268,003	Agricultural products	197,119
Bituminous coal.....	55,242	Merchandise.....	14,631
Petroleum.....	105,361	Manufactures	27,815
Pig iron.....	19,375	Live stock.....	7,539
Railroad iron.....	8,232	Lumber	262,517
Other iron or castings.....	17,319	Other articles	68,615
Iron and other ores.....	11,436		
Lime and limestone.....	27,641	Total.....	1,090,845

The rate of fare for passengers charged for the respective classes, per mile, as follows:

For first class through and way passengers.....	3 $\frac{1}{2}$ cents.
For second class through and way passengers.....	None.

The rate per ton (of 2,000 lbs.) per mile charged for freight:

For through freight and coal and local freight and coal	1 $\frac{6.9.9}{10.0.0}$ cents.
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EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger transp'n.	Freight transp'n.
Repairs or maintenance of way, including buildings.....	\$609, 897 14	\$245, 738 34	\$364, 158 80
Total.....	609, 897 14	245, 738 34	364, 158 80
REPAIRS OF MACHINERY.			
Repairs of engines and tenders	\$223, 297 13	\$53, 003 31	\$170, 293 82
Repairs of passenger and baggage cars	45, 527 52	45, 527 52	.....
Repairs of freight cars	128, 280 15	.....	128, 280 15
Repairs of tools and machinery in shops.....	32, 049 61	12, 819 84	19, 229 77
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	87, 503 79	35, 001 52	52, 502 27
Total.....	516, 658 20	146, 412 19	370, 246 01
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$33, 888 20	\$19, 732 50	\$14, 155 70
Agents and clerks	87, 260 35	21, 829 16	65, 431 19
Labor—loading and unloading freight.....	21, 001 24	.....	22, 601 24
Porters, watchmen and switch tenders.....	3, 499 42	2, 247 20	1, 252 22
Wood and water station attendance.....	6, 774 07	2, 709 64	4, 064 43
Conductors, baggage masters and brakemen.....	197, 235 37	39, 222 45	158, 012 92
Engineers and firemen	130, 695 93	27, 642 93	103, 053 95
Fuel and cost of preparing for use.....	156, 208 73	29, 174 47	127, 034 26
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	34, 602 22	8, 013 73	26, 588 49
Loss and damage of goods and baggage	35, 501 77	19, 643 43	15, 858 34
Tolls Philadelphia and Erie and other railroads.....	849, 520 67	207, 871 61	641, 649 06
Shovelling snow	30, 480 67	12, 192 27	18, 288 40
General superintendence.....	14, 409 75	5, 761 10	8, 648 65
Contingencies	158, 792 28	63, 442 15	95, 350 13
Total.....	1, 760, 861 37	459, 462 69	1, 301, 398 68
Grand total	2, 887, 425 01	851, 633 22	2, 035, 791 79

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders.....	\$7,500 00
From sale of bonds.....	None.
From other sources.....	None.

RECEIPTS.

From passengers.....	\$631,437 59
From freight.....	2,101,613 98
From mail transportation.....	21,518 04
From miscellaneous.....	49,680 75
Total.....	<u>2,804,250 36</u>

Summary of payments:

For maintaining and operating the road.....	\$2,839,565 12
For dividends.....	None.
For interest.....	664,195 56
For State, revenue and tonnage tax.....	29,722 85
For United States tax.....	<u>18,137 04</u>

Cost of transportation:

Cost per passenger per mile, proximate average...	$2\frac{7.67}{1000}$ cents.
Cost per ton freight per mile, proximate average..	$1\frac{3.6}{1000}$ "

ACCIDENTS.

	Killed.	Injured.
Passengers.....	5	24
Employees.....	11	13
Others.....	8	3
Total for the year 1868.....	<u>24</u>	<u>40</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors	Post office address.
E. F. Gay	Philadelphia, Pa.
J. Edgar Thomson	Philadelphia, Pa.
H. Duhring	Philadelphia, Pa.
Samuel T. Bodine	Philadelphia, Pa.
Washington Butcher	Philadelphia, Pa.
Jacob P. Jones	Philadelphia, Pa.
John M. Kennedy	Philadelphia, Pa.
Henry D. Moore	Philadelphia, Pa.
C. F. Norton	Philadelphia, Pa.
Joseph H. Gaskill	Philadelphia, Pa.
Josiah Bacon	Philadelphia, Pa.
Wistar Morris	Philadelphia, Pa.
J. Alex. Simpson	Philadelphia, Pa.
Edward F. Gay, President	Philadelphia, Pa.
George P. Little, Secretary and Treasurer	Philadelphia, Pa.
Alfred L. Tyler, General Superintendent	Eric, Pa.

(No. 73.)

PHILADELPHIA AND READING.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Charles E. Smith, president, and Samuel Bradford, treasurer, of the Philadelphia and Reading railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) CHARLES E. SMITH, *President.*
 S. BRADFORD, *Treasurer.*

Sworn and affirmed and subscribed before }
 me, this 8th day of January, 1869. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law.....	Unlimited.
Amount paid in as by last report.....	\$23,856,101 35
Total amount now paid in of capital stock.....	26,301,351 74
Funded debt, as per last report.....	6,560,825 17
Total amount now of funded debt.....	7,030,225 17
Floating debt, as by last report.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt....	7,030,225 17
Rate per cent. per annum of interest on funded debt,	6 and 7 per ct.
Date and rate per cent. per annum of dividend or dividends: 5 per cent. dividend declared June 25, 1868, payable in stock, July 15, 1868; 5 per cent. dividend declared December 30, 1868, payable in stock, January 25, 1869.	
Number of shares of stock.....	526,027 ^{0 3 4 7}
Par value of each share.....	\$50 00
Amount of capital on which the respective dividends were declared: June dividend, \$25,048,906 42; De- cember dividend, \$26,301,351 74.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$19,410,393 59	\$19,410,393 59
Equipment	7,907,513 66	8,225,706 91
Total cost.....	<u>27,317,907 25</u>	<u>27,636,100 50</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Philadelphia to Pottsville, 93 miles; Reading to Harrisburg, 54 miles; total	147 miles.
Length of road laid.....	147 "
Length of double track of road.....	133 "
Length of sidings, main line.....	137 $\frac{23}{100}$ "
Total length of track, including sidings, main line and roads owned and leased by company.....	806 $\frac{84}{100}$ "
Gauge of road.....	4 ft. 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track	64 lbs.
Branch roads owned by the company and their length, viz: Union railroad, 3 $\frac{47}{100}$; Good Spring railroad, 14 $\frac{88}{100}$; Port Kennedy railroad, 0 $\frac{78}{100}$; West Reading, 1 $\frac{74}{100}$; Zerbe Valley railroad, 15 $\frac{32}{100}$ miles.	
Roads worked or leased by the company, viz: Mill Creek railroad, Schuylkill Valley railroad, Mt. Carbon railroad, Mt. Carbon and Port Carbon railroad, Mahanoy and Broad Mountain railroad, East Mahanoy railroad, Little Schuylkill railroad, Mine Hill railroad, Lorberry Creek railroad, Chester Valley railroad, Perkiomen railroad.	
Number of engine houses and shops: 20 engine houses, 14 shops.	
Number of engines: Owned, 236; leased, 33; total,	269
Number of first class passenger cars, rated as eight wheel cars, (average cost of each, \$4,225,).....	84
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each, \$2,093,)..	34

Number of freight cars, rated as eight wheel cars, (average cost of each, \$738,).....	1,538
Number of coal cars, rated as eight wheel cars. (average cost of each, \$620,).....	6,672
Number of iron bridges.....	24
Number of wooden bridges.....	14
Number of stone bridges.....	54
Number of railroads crossed: Locomotive, 7; horse, 20.	
Number of stations on main road.....	53
Number of wood and water stations on main road: Wood, 10; water, 22.	
Number of tunnels, (length of each: Pulpit Rock, 1,657 feet; Black Rock, 1,932 feet; Flat Rock, 932 feet,).....	3
How is track laid, and on what foundation? Broken stone and furnace cinder.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

(Including roads owned, worked and leased by the company.)

Number of miles run by passenger trains.....	644,304
Number of miles run by freight trains.....	551,304
Number of miles run by coal trains.....	2,489,783
Number of actual through passengers for the year on main road.....	26,401
Number of passengers equal to through.....	330,835
Number of passengers (all classes) carried in cars..	1,194,575
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	5,143,177
Average rate of speed adopted by ordinary passen- ger trains, including stops, (miles per hour,)....	22
Average rate of speed adopted by express trains, including stops.....	27
Average rate of speed adopted by freight trains, including stops.....	8 to 14
Weight of first class passenger engines, (in tons of 2,240 lbs,).....	19 to 29
Weight of freight engines, (in tons of 2,240 lbs,)..	24 to 31

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

December, 1867.....	89,364	July, 1868.....	116,432
January, 1868.....	84,726	August, 1868.....	125,096
February, 1868.....	72,063	September, 1868.....	108,610
March, 1868.....	86,725	October, 1868.....	107,239
April, 1868.....	100,664	November, 1867.....	109,364
May, 1868.....	88,355		
June, 1868.....	105,937	Total.....	<u>1,194,575</u>

The amount of freight, specifying the quantity in tons :

Anthracite coal.....	3,593,239	Agricultural products.....	110,639
Bituminous coal.....	329,341	Merchandise.....	36,735
Petroleum, and all oils.....	5,798	Manufactures.....	52,298
Pig iron.....	120,963	Live stock.....	121,830
Railroad iron.....	70,425	Lumber.....	102,292
Other iron or castings.....	71,025	Other articles.....	167,156
Iron and other ores.....	199,515		
Lime and limestone.....	161,921	Total tons of 2,000 lbs.....	<u>5,143,177</u>

The rate of fare for passengers charged for the respective classes, per mile, as follows :

For first class through passengers	$3\frac{21}{100}$ cents.
For first class way passengers.....	$3\frac{21}{100}$ “
For second class through passengers.....	$2\frac{78}{100}$ “
For second class way passengers	$2\frac{78}{100}$ “

The rate per ton (of 2,000 pounds) per mile charged for freight:

For through freight, and tolls on coal, (average,)..	$1\frac{53}{100}$ cents.
For local freight, and tolls on merchandize, (average,)	$2\frac{84}{100}$ “

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Pass transportation.	Freight transportation.
Repairs or maintenance of way, including buildings, bridges and wharves at Richmond, but exclusive of taxes on real estate and cost of renewing railroad iron.....	\$1,061,079 26	\$159,545 42	\$501,533 84
Total.....			
REPAIRS OF MACHINERY.			
Repairs of engines and tenders	\$579,099 82		
Repairs of passenger and baggage cars.....	61,701 55		
Repairs of freight and coal cars.....	594,751 58		
Repairs of and machinery of inclined planes.....	72,803 70		
Sundry other work	55,020 31		
Total.....	1,363,376 96	139,499 49	1,223,877 47
OPERATING THE ROAD.			
Office expenses, stationery, &c.: (Exclusive of Philadelphia office).....	\$39,503 98		
Agents, clerks and superintendence	149,911 05		
Labor—loading and unloading freight, porters, watchmen and switch tenders and wood and water station attendance.....	211,421 38		
Conductors, baggage masters, brakemen, engineers, firemen and all train hands	831,526 33		
Fuel, and cost of preparing for use	486,005 37		
Oil, tallow and waste for engines and tenders, passenger, baggage and freight cars.....	137,358 06		
Loss and damage of goods and baggage.....	2,545 78		
Hauling and assorting cars in coal region and at Port Richmond.....	99,386 00		
Damage to property, including damage by fire and cattle killed on road and in cars.....	1,652 95		
Salaries of officers, law, stationery, advertising, &c., Philadelphia office.....	216,669 04		
Contingencies, sundries, water rents, &c.	38,268 09		
Total.....	2,214,248 03	284,277 21	1,929,970 82

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

For sale of bonds	\$477,500 00
Total	<u>477,500 00</u>

RECEIPTS.

Months.	Coal.	Merchan- dize.	Travel.	Mail.	Miscella- neous	Total.
Dec., 1867.....	\$402,803 30	\$100,365 09	\$72,836 33	\$2,560 42	\$8,213 84	\$586,778 98
Jan., 1868.....	250,712 40	102,366 96	65,173 83	2,560 41	6,623 33	427,436 93
Feb., 1868.....	346,901 83	107,312 39	56,470 20	2,560 42	4,928 62	518,173 46
Mar., 1868.....	442,105 93	131,701 25	68,482 07	2,590 10	6,139 76	651,019 11
April, 1868.....	562,633 91	152,708 44	87,101 70	2,744 91	12,561 60	817,750 56
May, 1868.....	542,641 41	127,377 69	77,461 77	2,560 42	11,179 27	761,220 56
June, 1868.....	537,934 47	113,340 40	84,009 21	2,560 42	6,343 26	744,187 76
July, 1868.....	105,275 46	103,581 88	100,237 61	2,229 16	3,148 35	314,472 46
Aug., 1868.....	407,843 08	117,245 70	101,116 56	457 09	4,480 20	631,142 63
Sept., 1868.....	837,093 35	126,873 28	94,253 01	893 12	7,517 88	1,066,630 64
Oct., 1868.....	916,495 13	143,002 67	90,403 43	893 13	8,931 99	1,159,726 35
Nov., 1868.....	899,783 46	89,847 66	90,060 69	6,540 07	27,165 73	1,113,397 61
Total.....	6,252,223 73	1,415,723 41	987,606 41	29,149 67	107,233 83	8,791,937 05

Summary of payments:

For construction and equipment of sidings, new bridges, coaling stations, &c.....	\$409,837 20
For maintaining and operating the road.....	4,638,704 25
For interest	413,007 01
For miscellaneous—rents and ground rents, foreign exchange, dumpage, &c.....	786,447 66
Appropriated for renewing railroad iron, bridges, &c.....	521,410 89
For State tax on tonnage, real estate and gross re- ceipts.....	172,275 94
For United States tax on receipts, manufactures and excise stamps.....	43,672 17
Total.....	<u>6,985,355 12</u>
Total amount of surplus fund.....	<u>1,921,975 78</u>

Cost of transportation:

Cost per passenger per mile, proximate average...	1 $\frac{20}{100}$ cents.
Cost per ton freight per mile, proximate average..	1 $\frac{57}{100}$ "

Cost per ton coal per mile, proximate average $\frac{80}{100}$ cents.

NOT^e.—Taxes, cost of renewing rails, rents and interest not included.

ACCIDENTS.		
	Killed.	Injured.
Employees	6	12
Others	13	6
Total	19	18

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows :

1867.

December 1. Oliver F. Myers, a resident of Norristown, was killed at Conshohocken by jumping off of a coal train.

December 7. Patrick Connell was killed, and Patrick Braheny, Patrick Murphy, John Murphy, John Devaney, M. Burke and P. Farrell were injured by a collision of ballast and coal trains at Shenandoah junction. They were all employees.

1868.

February 9. John Moyer, repairsman, was killed while walking on the track at upper station, Reading, by extra freight train.

March 14. William Reppert, a resident of Schuylkill Haven, was killed near Hamburg by a coal train while walking on the track.

March 12. Miss Annie Niteson was injured on No. 8 Erie express, two miles west of Lebanon, by the breaking of a car, which was occasioned by a broken rail.

March 28. Frederick Shaner, repairsman, had his leg broken at Limerick cut, in trying to haul his truck out of the way of a coal train.

April 21. One Williams, a colored man, had his arm crushed near Monocacy, in attempting to get on a coal train.

April 24. Enoch Rausch, brakeman, was killed at Donaldson by the breaking down of a loaded coal car.

June 10. David Robinson, a resident of Pottstown, was killed above Douglassville. He is supposed to have fallen from the night freight train.

June 12. William Kaehle had his right arm cut off at the shoulder, at Reading, lower station, in attempting to jump on a train.

June 17. An unknown drunken man sat down at the west end of Columbia bridge, with his feet on the rail. His feet were mashed by a passing coal train.

July 28. Miss Stotesbury, a resident of Philadelphia, was killed at Spring Mill, by No. 3 express train. She was standing on the track, when the engine coming around a curve struck her.

August 5. Joseph Kline, riding on No. 13 stock train, was seriously hurt by striking the bridge at Summit cut.

August 11. D. Shull, repairsman, was slightly injured near Royer's Ford; he was on a truck, which was run into by a freight train.

August 22. Thomas Maloney was struck and killed, while standing on the edge of the platform at Harrisburg, by No. 3 fast train.

August 24. Peter J. Glenston, brakeman, was injured in the hand at Reading, upper station, in jumping on a coal train.

August 28. Timothy Kane a resident of Bridgeport, was run over and killed while walking on the track above Flat Rock tunnel, by a stone train.

August 29. Henry King, a stranger, while striving to get on a coal train, passing down at Douglassville station, was caught by a coal train passing up, and had both feet mashed.

September 4. Martha Geiger, a resident of Nicetown, was killed at Old York road bridge by engine Antietam, as she was picking coal on the track.

September 6. A son of Daniel Hile was killed below Reading by a passenger train going north.

September 10. William Stuart, a boy, attempting to get on a coal train at Conshohocken, fell under the cars and had his leg cut off.

September 12. Frank Moran, of Phoenixville, fell from a coal train at Port Kennedy and was killed.

September 13. Charles Linderman, of Hamburg, in trying to get on a coal train near Port Clinton tunnel lost a leg.

September 14. Joseph Nixon was killed by a shifting engine at Twenty-first street, Philadelphia; he was in a wagon, and threw the reins over his horses, when they started across the track.

September 16. Ida Lewis, a child, was run over and killed below Reading.

October 2. An unknown man was found dead near Monocacy station. Supposed to have been killed by a passing train.

October 11. William Shutter was killed at Manayunk, in attempting to get on a coal train.

October 23. Richard Montgomery, slightly injured about the hip, while he was standing on the track at Manayunk, by train No. 13.

October 29. Benjamin Mintzer, engineer, and Hudson Hughes, fireman, of S. and S. passenger train, were thrown down the bank with their engine, and both killed. Accident caused by cattle on the track.

November 5. John Stanton, of Schuylkill Haven, was run over and killed, at that place, by engine Texas.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
H. P. M'Kean.....	Philadelphia.
A. E. Borie.....	Philadelphia.
R. B. Cabeen.....	Philadelphia.
J. B. Lippincott.....	Philadelphia.
John Ashhurst.....	Philadelphia.
Stephen Colwell.....	Philadelphia.
Chas. E. Smith, President.....	Philadelphia.
Wm. H. Webb, Secretary.....	Philadelphia.
S. Bradford, Treasurer.....	Philadelphia.
G. A. Nicolls, General Superintendent.....	Reading, Pa.
C. E. Byers, Chief Engineer	Pottstown.

(No. 74.)

PHILADELPHIA, GERMANTOWN AND NORRISTOWN.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss: -

Personally appeared Coffin Colket, president, and A. E. Dougherty, treasurer, of the Philadelphia, Germantown and Norristown railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) C. COLKET, *President.*
 A. E. DOUGHERTY, *Treasurer.*

Affirmed and subscribed before me, }
 this 30th day of November, 1868. }

J. PLANKINTON, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law, (with power to increase,)	\$400,000 00
Amount of stock subscribed, (including amount of loan converted,)	1,587,700 00
Amount paid in as by last report, (including amount of loan converted,)	1,535,550 00
Total amount now paid in of capital stock, (including amount of loan converted,)	1,587,700 00
Funded debt, as per last report.	116,100 00
Total amount now of funded debt	63,950 00
Rate per cent. per annum of interest on funded debt,	6 per cent.
Date and rate per cent. per annum of dividend or dividends: April 1 and October 1, each	5 per cent.
Number of shares of stock: April 1, 31,135; October 1, 31,754.	
Par value of each share	\$50 00
Amount of capital on which the respective dividends were declared: April 1, \$1,556,750; October 1, \$1,587,700.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$1,139,078 84	\$1,139,078 84
Equipment.....	306,119 52	352,380 19
Total cost.....	<u>1,445,198 36</u>	<u>1,491,459 03</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Philadelphia to Norristown.....	17 miles.
Length of road laid.....	17 "
Length of double track of road, (including Germantown branch,)	20 miles.
Gauge of road.....	4 ft. 8½ inches.
Weight of rail per yard on main track.....	50, 57, 58 and 67 lbs.
Branch roads owned by the company, and their length, viz: The Germantown branch.....	3 miles.
Roads worked or leased by the company, viz: The Chestnut Hill railroad—leased.	.
Number of engine houses and shops.....	4
Number of engines	22
Number of first class passenger cars, rated as eight wheel cars, (average cost of each, \$1,586 41,)...	44
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each, \$1,586 41,)	7
Number of freight cars, rated as eight wheel cars, (average cost of each, \$498 26,).....	144½
Number of iron bridges	1
Number of wooden bridges.....	16
Number of stone bridges	9
Number of railroads crossed: 3 city railways cross the road of this company.	.
Number of stations on main road.....	16
Number of wood and water stations on main road,	4
Value of real estate held by the company, exclusive of road way.....	\$441,807 59
How is track laid, and on what foundation? With iron and steel rails, oak and chestnut cross-ties, on cinder and broken stone.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	259,204
Number of miles run by freight and coal trains— mixed	83,571
Number of through passengers for the year on main road, (including Germantown branch,).....	1,831,556
Number of passengers (all classes) carried in cars: 2,756,844; including 15,178 excursion passengers.	
Gross amount of tonnage for the year, (2,000 pounds per ton,)	468,664
Average rate of speed adopted by ordinary passen- ger trains, including stops, (miles per hour,)....	17
Average rate of speed adopted by express trains, including stops	20
Average rate of speed adopted by freight trains, including stops	10
Weight of first class passenger engines	43,600 lbs.
Weight of freight engines.....	43,600 lbs.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1867.....	214,547	June, 1868	232,754
December, 1867	204,423	July, 1868	234,595
January, 1868..	184,314	August, 1868.....	229,344
February, 1868	175,223	September, 1868	231,552
March, 1868	188,763	October, 1868	253,433
April, 1868.....	198,722		
May, 1868.....	213,966	Total	2,531,636

Exclusive of 15,178 excursion passengers.

The amount of freight, specifying the quantity in tons:

Anthracite coal.....	283,722	Agricultural products, merchan- dize and manufactures.....	29,898
Bituminous coal	29,512	Live stock.....	760
Petroleum: Included in mer- chandize.		Lumber	6,000
Pig iron, railroad iron and other iron or castings.....	52,197	Other articles	30,309
Iron and other ores	8,027		
Lime and limestone.....	28,239	Total.....	468,664

The rate of fare for passengers charged for the respective classes, per mile, as follows:

For first class through passengers.....	2 $\frac{3}{4}$ cents.
For first class way passengers.....	3 “

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs or maintenance of way, including build- ings	\$94,834 30
Taxes on real estate	4,473 00
Total.....	<u>99,367 30</u>

Repairs of machinery:

Repairs of engines and tenders	\$23,711 92
Repairs of passenger and baggage cars	23,327 02
Repairs of freight cars	10,876 86
Repairs of tools and machinery in shops, (esti- mated,).....	3,500 00
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops, (estimated,).....	2,000 00
Total	<u>63,415 80</u>

Operating the road:

Office expenses, stationery, &c	\$4,498 62
Agents and clerks	8,653 90
Labor—loading and unloading freight	15,175 36
Porters, watchmen and switch tenders	8,764 00
Wood and water station attendance.....	4,619 60
Conductors, baggage masters and brakemen	21,013 72
Engineers and firemen	22,887 09
Fuel and cost of preparing for use	40,932 39
Oil and waste for engines and tenders, passenger, baggage and freight cars	8,900 38
Loss and damage of goods and baggage	269 24
Damage for injury of persons.....	974 25
Damage to property, including damage by fire and cattle killed on road	290 00

General superintendence	\$8,267 01
Contingencies	12,124 62
Total	<u>157,370 18</u>

RECEIPTS.

Months.	Passengers.	Freight.	Mail.*	Miscellaneous.	Total.
November, 1867	\$32,828 82	\$21,162 21		\$720 76	\$54,711 79
December, 1867.....	30,719 15	18,203 09		291 08	49,213 32
January, 1868	35,667 05	16,303 46		2,207 15	54,177 66
February, 1868	24,682 65	13,717 37	\$125 00	2,148 21	40,673 23
March, 1868	27,225 62	16,991 52		671 33	44,888 47
April, 1868	31,017 21	19,504 94		1,028 95	51,551 10
May, 1868	33,279 55	18,176 98	125 00	589 44	52,709 97
June, 1868	35,874 96	18,708 64		343 12	54,926 72
July, 1868	44,082 19	18,362 30		2,407 68	64,852 17
August, 1868	38,257 95	14,610 49	125 00	733 16	53,726 60
September, 1868.....	36,490 54	20,928 14		201 17	57,619 85
October, 1868	39,792 15	23,203 83		1,131 63	64,127 61
Total	409,917 84	219,872 97	375 00	12,473 68	642,639 49

* Receipts for express account included in freight.

Summary of payments :

For construction and equipment, (including real estate purchased and improvements,)	\$77,001 25
For maintaining and operating the road.....	320,153 28
For dividends	156,859 50
For interest.....	6,088 03
For miscellaneous.....	8,436 66
For State tax on capital stock and tonnage, and receipts.....	17,723 33
For United States tax.....	18,862 11
Total	<u>605,124 16</u>

Cost of transportation :

Cost per passenger per mile, proximate average, and cost per ton freight per mile, proximate average.....	1 $\frac{6}{100}$ cents.
-----------------------------------------------------------------------------------------------------------	--------------------------

What express companies run on your road, and on what terms? Howard & Co., and Oakman & Co, each one car. The receipts from both. \$2,500 per annum.

ACCIDENTS.

	Killed.	Injured.
Passengers	1	0
Employees	1	3
Others.....	5	6
Total.....	<u>7</u>	<u>9</u>
	<u>=</u>	<u>=</u>

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows :

1867.

November 22. James Carson, a track hand, was struck by the engine of the 9 A. M. train from Norristown, and killed.

1868.

March 13. V. Faddis, a brakeman, fell off a car, near Twenty-second street, and had a leg broken.

April 1. Adam Watner was on the track near the entrance to the Germantown depot, and was struck by the engine of the 10 A. M. train. He died from the effects of the injury.

April 15. A man, name unknown, was struck by the engine of the 5 A. M. train, near White's quarries, on Norristown road. He was not seriously injured.

May 11. Alexander M'Allister—supposed to have been asleep on the track—was struck by the engine of the 11.30 P. M. train, near Magee's, on Norristown road, and instantly killed.

May 22. Mr. Williams, in attempting to get on the car of a moving train, fell between the cars, was run over by a car of the 10 A. M. train from Philadelphia, and died from the effects of the injury.

May 24. A boy, named Nevins, in attempting to get on a freight car of a moving train, fell on the track and had one leg crushed.

June 17. A boy, named Alexander Bliss, was run over by the 6.10 P. M. train for Germantown, at Fisher's Lane station, and died from the effects of the injury.

June 20. Mr. Henry attempted to get on a moving train—the 5 P. M. train for Germantown—fell on the track near Brown street, was run over and died from the effects of the injury.

July 4. Anna Dugan was on the track, at Mechanic street, in

Manayunk, and was struck by the 9 A. M. train and injured; but not seriously.

August 3. A man, named Cowan, attempted to cross the track, although warned by the flagman, refused to stop, and was injured by the 1 P. M. train, at Broad street.

August 4. An unknown man attempted to get on the 3 P. M. train from Norristown, and was injured about the feet.

August 15. William Kelly jumped from the 1.30 P. M. train, whilst that train was in rapid motion, above Conshohocken. He fell on the track, was run over and killed.

August 20. H. Kite, a brakeman, was caught between two cars of a freight train and had an arm broken.

September 4. A boy named Feiser, when on the track near Cohocksink creek, was struck by the engine of the 4 P. M. train for Germantown. He was injured; but is now well.

September 30. A. Markley, a brakeman, had an ankle injured by being squeezed between two cars, near Spring Mills.

NAMES AND RESIDENCE OF OFFICERS.

Managers.	Post office address.
Coffin Colket.....	Philadelphia, Pa.
William Musser	Philadelphia, Pa.
Joseph Perot.....	Philadelphia, Pa.
Wm. H. Slingluff.....	Norristown, Pa.
J. V. Williamson	Philadelphia, Pa.
J. J. Woodward.....	Philadelphia, Pa.
J. Warner Johnson	Philadelphia, Pa.
S. Morris Waln	Philadelphia, Pa.
Joseph Swift.....	Philadelphia, Pa.
William Harmar.....	Philadelphia, Pa.
William H. Hart.....	Philadelphia, Pa.
Charles Ellis.	Philadelphia, Pa.
Coffin Colket, President.....	Philadelphia, Pa.
Alexander E. Dougherty, Secretary and Treasurer,	
Winfield Scott Wilson, Superintendent.	

(No. 75.)

PHILADELPHIA AND TRENTON.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared F. Wolcott Jackson, superintendent, and J. Parker Norris, treasurer, of the Philadelphia and Trenton railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) F. WOLCOTT JACKSON, *Gen'l Sup't.*
 J. PARKER NORRIS, *Treasurer.*

Sworn and subscribed before me, this }
 2d day of December, 1868. }

J. P. DELANEY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$2,000,000 00
Amount of stock subscribed	1,259,120 00
Amount paid in as by last report.....	1,099,120 00
Total amount now paid in of capital stock	1,259,120 00
Funded debt, as per last report.....	200,000 00
Total amount now of funded debt	None.
Floating debt, as by last report	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt....	None.
Rate per cent. per annum of interest on funded debt.....	None.
Date and rate per cent. per annum of dividend or dividends: January and July, each.....	5 per cent.
Number of shares of stock: 12,591 shares and \$20 fractions.	
Par value of each share	\$100 00
Amount of capital on which the respective divi- dends were declared: January, \$1,099,000; July, \$1,259,100.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$603,882 24	
Paid on account double track	774,814 61	
Paid on account double track since last report.....	467 32	
	<hr/>	\$1,379,164 17
Equipment	Hired.	Hired.
	<hr/> <hr/>	<hr/> <hr/>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Kensington to Morrisville.....	26.50 miles.
Length of road laid.....	26.50 "
Length of double track of road.....	26.50 "
Length of sidings.....	5.66 "
Gauge of road.....	4 ft. 10 in.
Weight of rail per yard on main track.....	62, 60 $\frac{3}{4}$, 60 lbs.
Branch roads owned by the company and their length.....	None.
Roads worked or leased by the company, viz: One, Connecting railroad.	
Number of engine houses and shops: Four engine houses; no shops.	
Number of engines: None—equipment hired.	
Number of first class passenger cars, (rated as eight wheel cars,)	None.
Number of baggage, mail and express cars, (rated as eight wheel cars,).....	None.
Number of freight cars, (rated as eight wheel cars,).....	None.
Number of coal cars, (rated as eight wheel cars,)..	None.
Number of iron bridges	None.
Number of wooden bridges.....	6
Number of stone bridges	None.
Number of railroads crossed: One, Reading railroad.	
Number of stations on main road.....	23
Number of wood and water stations on main road: 5 water, 2 wood.	

Value of real estate held by the company, exclusive of road way.....	\$329,063 11
Number of tunnels.....	None.
How is track laid, and on what foundation? Sills, sleepers, and string pieces; gravel.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains: Cannot answer, as the equipment is hired.	
Number of miles run by freight trains: Cannot answer, as only tolls are paid.	
Number of miles run by coal trains: Cannot answer, as only tolls are paid.	
Number of through passengers for the year on main road: 608,441½, of which 3,061 were excursions.	
Number of passengers (all classes) carried in cars: 953,72½, of which 21,986½ were excursions.	
Number of tons of 2,000 lbs. of through freight for the year on main road: Cannot determine, as only tolls are paid.	
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	312,714
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)....	25
Average rate of speed adopted by express trains, including stops, (miles per hour,).....	30
Average rate of speed adopted by freight trains, including stops: Cannot say, as only tolls are paid	
Weight of first class passenger engines: Cannot say, as equipment is hired.	
Weight of freight engines: Cannot say, as equipment is hired.	

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

	Through.	Excur'n.	Way.	Excur'n.
November, 1867.....	51,823	590	29,879.2	.....
December, 1867.....	42,223	56	31,524.2	.....
January, 1868.....	40,948.2	52	26,172	.....
February, 1868.....	39,924.2	115	24,035	.....
March, 1868.....	46,065.2	50	26,564	.....
April, 1868.....	47,127	52	23,583	1,062
May, 1868.....	49,601	68	23,249.2	1,570
June, 1868.....	50,206	52	26,000.2	2,665
July, 1868.....	52,220	467	29,527.2	3,540
August, 1868.....	56,740.2	146	30,347.2	4,274
September, 1868.....	61,263	207	27,716.2	3,050.2
October, 1868.....	67,238.2	1,206	27,755.2	2,764
Total.....	605,380.2	3,031	323,355	18,925.2
Grand total.....			953,722	*

The amount of freight, specifying the quantity in tons:

Cannot answer, as tolls only are paid.

The rate of fare for passengers charged for the respective classes, per mile, as follows:

For first class through passengers	3 cents.
For first class way passengers.....	2½ "
For second class through passengers.....	2 "
For second class way passengers	None.

The rate per ton (of 2,000 pounds) per mile charged for freight.

Cannot answer as tolls only are paid.

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs or maintenance of way, including build-
ings: Included in maintaining road.

Taxes on real estate: Included in miscellaneous.

Repairs of machinery:

None, equipment being hired.

Operating the road:

Office expenses, stationery, &c., agents and clerks:

Included in miscellaneous items.

Labor—loading and unloading freight.....	None.
Porters, watchmen, switch tenders, wood and water station attendance: Included in miscellaneous items.	
Conductors, baggage masters and brakemen: Included in maintaining road.	
Engineers and firemen, fuel and cost of preparing for use, oil and waste for engines and tenders, passenger, baggage and freight cars: None—equipment being hired.	
Loss and damage of goods and baggage: Included in miscellaneous.	
Use of freight cars.....	None.
Shoveling snow, damage for injury of persons and damage to property, including damage by fire and cattle killed on road: Included in miscellaneous.	
General superintendence, (included in miscellaneous.).....	\$1,200 00
Contingencies: Included in miscellaneous.	

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders.....	None.
From sale of bonds	None.
From other sources	None.

RECEIPTS.

Months.	Passengers.	Freight.	Mail and express.	Miscellaneous.	Total.
November, 1867.....	\$73,881 74	.....	.....	\$2,510 72	\$76,392 46
December, 1867.....	65,075 45	.....	\$2,531 25	1,352 71	68,959 41
January, 1868.....	83,633 12	\$9,140 50	.....	6,269 18	99,042 80
February, 1868	57,496 59	16,874 09	2,531 25	1,274 13	78,176 06
March, 1868.....	64,289 59	8,126 28	.....	1,346 18	73,762 05
April, 1868.....	42,123 26	8,188 05	.....	44,899 61	95,210 92
May, 1868.....	66,708 93	8,023 85	2,531 25	1,656 85	78,970 88
June, 1868.....	67,866 14	7,526 81	.....	1,323 37	76,716 32
July, 1868.....	76,541 68	5,082 49	2,531 25	5,082 33	89,237 75
August, 1868	59,639 89	5,051 76	.....	1,323 52	66,015 17
September, 1868.....	92,367 86	4,308 81	.....	1,401 05	98,077 72
October, 1868	82,845 50	6,567 92	.....	5,221 39	94,634 81
Total	832,519 75	78,890 56	10,125 00	73,661 04	995,196 35

Summary of payments:

For maintaining and operating the road.....	\$663,651 23
For dividends	117,905 00
For interest.....	5,892 00
For miscellaneous	107,719 60
For State tax on capital stock and tonnage.....	12,642 99
For United States tax.....	28,317 37
Total	<u>936,128 19</u>
Total amount of surplus fund.....	<u>\$59,068 16</u>

Cost of transportation:

What express companies run on your road, and on what terms?
Howard's express, through Bel. Del. R. R. Co.

What transportation or freight companies run on your road, and on what terms? Camden and Amboy transportation company, paying tolls.

ACCIDENTS.

	Killed.	Injured.
Passengers	1	0
Employees	2	1
Others	3	6
Total	<u>6</u>	<u>7</u>

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows:

1867.

November 1. James Coulter, rear brakeman, in employ of the company, fell from the 1.30 P. M. train from West Philadelphia, fracturing his skull. Samuel Fennimore, conductor; Randal Robbins, engineer.

November 2. George Grubbins, a simple and old man, while walking on the track near Morrisville, was struck by the engine of the 4.48 P. M. line, (Bel. Del.,) injuring him fatally. He died in about twenty minutes after the accident. Jno. A. Fidler, conductor; Dan. Fowler, engineer.

November 8. James Boaz, a laborer at the gravel pits near Tullytown, while riding on the train backing into the pits, had a fit, and fell off under the cars, the wheels passing over him, fracturing both legs so they had to be amputated. He died a few days after, from his injuries. Byron E. Wright, conductor; Frank Thompson, engineer.

December 12. The 4.48 P. M. Bel. Del. line struck a horse and cart near Bridesburg, injuring the driver slightly. Could not learn his name. Jno. A. Fidler, conductor; Daniel Fowler, engineer.

December 26. An old man named J. Allen, while walking on the track near Torresdale, was struck by the engine of the 8.40 A. M. line from New York, and instantly killed. W. W. Hawk conductor; Wm. Quigley, engineer.

1868.

April 7. 8 P. M. Holmesburg line struck a man near Cumberland street, Kensington, by name of Donaldson, slightly hurting him. J. W. Morgan, conductor; G. Haggerty, engineer.

April 13. 6.30 P. M. train, north bound, when near Torresdale, struck a man, injuring him very seriously in the head, breaking the skull. His name was Russel, and a resident of Philadelphia.

April 15. The 3.30 P. M. Bel. Del. line struck a boy, about ten years of age, one mile above Bristol. He was attempting to cross the track in front of the engine. Jno. A. Fidler, conductor; Daniel Fowler, engineer.

April 23. This morning, about 4 o'clock, the body of a man was found on the road, about 350 yards from Schuylkill bridge, (east.) The coroner held an inquest, and rendered a verdict of "suicide." The man's name was L. F. Kermerle, and resided in Philadelphia. J. A. Head, agent.

April 27. The 5 P. M. line from New York struck and instantly killed an old colored man, named James Nixon, who was walking on the track, near Bristol. Samuel R. Toy, conductor; Jno. M'Vay, engineer.

May 4. A horse attached to a wagon, with two men in, ran into the side of one of the passenger cars on 3.30 P. M. line. The wagon was demolished, and one of the men slightly injured. It occurred at Lehigh avenue, Kensington. Jno. A. Fidler, conductor; Dilly, engineer.

May 13. Thomas Cooper, brakeman on the 7.26 P. M. line from New York, was seriously injured by being caught between the platform, at Tacony, and a car in the train. The engine and cars ran off the track. He since died. Samuel Fennimore, conductor; G. Disbrow, engineer.

September 17. A policeman of Kensington jumped off the 10.15 A. M. Bristol line, near Frankford. He was fatally injured, and died while removing him to the hospital. Elias Toy, conductor; Haggerty, engineer.

October 1. The 7 A. M. Philadelphia line ran into a horse and wagon, at the first road above Torresdale, killing the horse, and injuring the driver badly. He is recovering. His name is James Staats. W. C. M'Vay, conductor; D. H. Fowler, engineer.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Vincent L. Bradford	Philadelphia, Pa.
Wm. H. Hart.....	Philadelphia, Pa.
John Dorrance.....	Bristol, Pa.
Charles Macalester.....	Philadelphia, Pa.
Wm. H. Gatzmer.....	Philadelphia, Pa.
Benjamin Fish.....	Trenton, N. J.
Wm. S. Freeman.....	Philadelphia, Pa.
Asa I. Fish.....	Philadelphia, Pa.
John G. Stevens.....	Trenton, N. J.
John M. Read.....	Philadelphia, Pa.
Albert W. Markley	Camden, N. J.
Ashbel Welch.....	Lambertville, N. J.
Vincent L. Bradford, President.....	Philadelphia, Pa.
James Morrell, Secretary.....	Philadelphia, Pa.
J. Parker Norris, Treasurer.....	Philadelphia, Pa.
F. Wolcott Jackson, General Superintendent.....	Jersey city, N. J.
T. B. Fidler, Resident Engineer.....	Lambertville, N. J.
Ashbel Welch, Consulting Engineer.....	Lambertville, N. J.

(No. 76.)

PHILADELPHIA, WILMINGTON AND BALTIMORE.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Isaac Hinckley, president, and Alfred Horner, treasurer, of the Philadelphia, Wilmington and Baltimore railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) ISAAC HINCKLEY, *President.*

A. HORNER, *Treasurer.*

Sworn and subscribed before me, this }
 8th day of January, 1869. }

ANDREW MORROW, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law: No fixed amount.

Amount of stock subscribed	Cannot say.
Amount paid in as by last report	\$9,058,300 00
Total amount now paid in of capital stock	9,084,300 00
Funded debt as per last report	1,826,000 00
Total amount now of funded debt	2,330,000 00
The amount now of floating debt	107,500 00
Total amount now of floating and funded debt	2,437,500 00
Rate per cent. per annum of interest on funded debt,	6 per cent.
Date and rate per cent. per annum of dividend or dividends: January 1 and July 1; each ..	4 per cent.
Number of shares of stock	181,686
Par value of each share	\$50 00
Amount of capital on which the respective divi- dends were declared: January, \$9,060,300; July, \$9,081,800.	

COST OF ROAD AND EQUIPMENT.

	By present report.
Construction	<u>\$11,224,605 95</u>

Equipment included in construction.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Philadelphia to Baltimore.....	95 $\frac{9.5}{10.0}$ miles.
Length of road laid.....	95 $\frac{9.5}{10.0}$ miles.
Length of double track of road.....	80 $\frac{1.6}{10.0}$ miles.
Length of sidings.....	26 $\frac{2.5}{10.0}$ miles.
Gauge of road.....	4 ft. 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track: 50, 51 $\frac{3}{4}$, 52, 56, 60 and 68 pounds.	
Branch roads owned by the company, and their length, viz: Port Deposit branch.....	3 $\frac{2.6}{3}$ miles.
Roads worked or leased by the company, viz: The Southwark, the New Castle and Wilmington, the New Castle and Frenchtown, the Delaware, the Eastern Shore and Smyrna Station and Smyrna railroads.	
Number of engine houses and shops: Four engine houses and three shops.	
Number of engines.....	47
Number of first class passenger cars, rated as eight wheel cars, (average cost of each, \$3,800,).....	90
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each, \$1,800,).....	41
Number of freight cars, rated as eight wheel cars, (average cost of each, \$680,)	897
Number of wooden bridges, (total length in feet, 15,211,).....	35
Number of stone bridges, (total length in feet, 1,165,).....	61
Number of railroads crossed	2
Number of stations on main road	38
Number of wood and water stations on main road,	8 water.
Number of tunnels.....	None.
How is track laid, and on what foundation? Cross-ties, with wood and iron joint fixtures, laid in gravel and stone ballasting.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	507,762
Number of miles run by freight trains.....	357,750
Number of miles run by construction trains.....	31,708
Number of through passengers for the year on main road.....	301,972
Number of passengers (all classes) carried in cars..	1,108,372
Number of tons of 2,000 lbs. of through freight for the year on main road.....	10,902
Gross amount of tonnage for the year.....	281,418
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)....	20
Average rate of speed adopted by express trains, including stops.....	26
Average rate of speed adopted by freight trains, including stops.....	12
Weight of first class passenger engines.....	26 to 30 tons.
Weight of freight engines.....	29 to 33 tons.

The amount of freight, specifying the quantity in tons:

Anthracite and bituminous coal..	19,211	Agricultural products.....	52,093
Petroleum.....	17,427	Merchandise and manufactures...	79,439
Pig iron.....	11,054	Live stock.....	19,374
Railroad iron.....	5,991	Lumber.....	11,662
Other iron or castings.....	34,897	Other articles.....	20,306
Iron and other ores.....	5,091		
Lime and limestone.....	4,873	Total.....	281,418

The rate of fare for passengers charged for the respective classes, per mile, as follows :

For first class through passengers.....	3 cents.
For first class way passengers.....	2 $\frac{3}{4}$ "
For second class through passengers.....	2 "

The rate per ton (of 2,000 pounds) per mile charged for freight:

For through freight.....	3 cents.
For local freight.....	4 "
For local coal.....	2 $\frac{3}{4}$ "

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Pass. transportation.	Freight transportation.
Repairs or maintenance of way, including buildings.....	\$352,084 59	\$246,459 21	\$105,625 38
Taxes on real estate: Included below.			
Total.....	352,084 59		
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$117,986 50	\$66,072 44	\$51,914 06
Repairs of passenger and baggage cars.....	150,774 32	150,774 32	
Repairs of freight cars.....	103,494 76		103,494 76
Repairs of tools and machinery in shops.....	20,334 14	14,233 89	6,100 25
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	30,565 08	18,339 06	12,226 02
Total.....	423,154 80		
OPERATING THE ROAD.			
Office expenses, stationery, &c.....			
Agents and clerks: Included below.	\$4,531 40	\$2,718 84	\$1,812 56
Labor—loading and unloading freight: Included below.			
Porters, watchmen and switch tenders.....	41,042 60	28,729 82	12,312 78
Wood and water station attendance: Included below.			
Conductors, baggage masters and brakemen: Included below.			
Engineers and firemen: Included below.			
Fuel, and cost of preparing for use.....	89,590 24	53,754 14	35,836 10
Oil and waste for engines and tenders, passenger, baggage and freight cars: Included below.			
Loss and damage of goods and baggage: Included below.			
Use of freight cars, (included below,).....	3,239 75	2,267 83	971 92
Damage to property, including damage by fire and cattle killed on road: Included below.			
General superintendence and contingencies, and all other expenses.....	574,362 67	345,115 72	229,246 95
Total.....	712,766 66	928,465 27	559,540 78
Grand total.....			\$1,488,006 05

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From sale of bonds.....	\$503,086 ⁶⁹ / ₁₀₀
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Receipts:

From passengers	\$1,437,459 95
From freight, including use of freight cars.....	723,060 52
From mail transportation and express.....	155,171 50
From miscellaneous.....	78,205 55
Total.....	<u>2,393,897 52</u>

Summary of payments:

For construction.....	\$92,124 32
Maintaining and operating the road, including all taxes.....	1,488,006 05
Dividends, including United States and State taxes,	763,877 89
Interest on loan, bonds and floating debt, &c.....	<u>138,226 30</u>

ACCIDENTS.

	Killed.	Injured.
Passengers.....	0	1
Employees.....	1	0
Others.....	12	7
Total	<u>13</u>	<u>8</u>

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows:

1867.

November 1. Colored man walking on track at Ridley creek bridge, struck by freight train, slightly injured.

November 4. H. Call jumped from passenger train in motion, at Chester, fell and was run over. Died November 5.

November 7. F. Zimmer, walking on track near North-East, struck by passenger train and severely injured.

1868.

January 1. Colored man and woman walking on track near Chases, struck by passenger train, man instantly killed; woman badly injured.

February 8. Jacob Allen, at Shell Pot bridge, either struck by freight train, or by striking the ice in the creek, when he jumped to avoid train; killed.

February 15. Mrs. Sweeney and daughter-in-law, walking on track in suburbs of Wilmington, were struck by passenger train; Mrs. S. killed, the other injured.

February 17. E. M. Kerr, of Baltimore, passing through a train in motion, at Gray's Ferry, fell between platforms, broke his leg, so that it was amputated.

April 6. Chas. Quigley, lying intoxicated on track south of Elkton, was run over by freight train and killed.

April 26. Morris Barrett, run over and killed by passenger train, between Hedgeville and New Castle Junction.

April 28. M. Clinton, colored, killed by falling between cars, at Wilmington.

May 15. Edward Glinan, a child, struck by passenger train, at Chester, and slightly injured.

June 30. Oscaro Berry, a deaf mute, walking on track south of Chases, while endeavoring to avoid one train, was struck by another and instantly killed.

July 15. C. Hill, walking on track near Claymont, was struck by passenger train and killed.

July 20. Archibald Wallace, walking on track near Holly Oak, was struck by night express from Baltimore and instantly killed.

August 13. Anthony Brown, standing between tracks at Wilmington, was struck, and instantly killed by the tender of an engine, which was moving backward.

September 2. Ed. Morgan, aged seven years, hanging on a car of way freight train, passing through Chester, fell, and had one leg cut off.

September 20. Maurice Bonaparte, walking on track, north of Ridley creek bridge, was struck by express train. Died September 30.

September 21. Jno. Leonard, attempting to get on way freight

train, at Ellsworth street and Washington avenue, Philadelphia, was run over by train and instantly killed.

October 15. F. Brandt, fireman on shifting engine, instantly killed, by being caught between the engine and a freight car, in Philadelphia yard.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Isaac Hinckley	Philadelphia, Pa.
S. M. Felton	Thurlow, Pa.
Wm. Sellers	Philadelphia, Pa.
Sam'l Welsh	Philadelphia, Pa.
Jesse Lane	Wilmington, Del.
Jos. Bringham	Wilmington, Del.
Fredk. A. Curtis	Wilmington, Del.
J. I. Cohen, Jr.	Baltimore, Md.
Thos. Kelso	Baltimore, Md.
Columbus O'Donnell	Baltimore, Md.
Enoch Pratt	Baltimore, Md.
Thos. Donaldson	Baltimore, Md.
Jacob Tome	Port Deposit, Pa.
Nathaniel Thayer	Boston, Mass.
One vacancy.	
Isaac Hinckley, President	Philadelphia.
Alfred Horner, Secretary and Treasurer	Philadelphia.
H. F. Kenney, Superintendent	Philadelphia.

(No. 77.)

PITTSBURG AND CONNELLSVILLE.

STATE OF PENNSYLVANIA, }
Allegheny County, } ss:

Personally appeared Wm. Oden Hughart, president, and John H. Page, Jr., treasurer, of the Pittsburg and Connellsville railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) WM. ODEN HUGHART, *President.*
 JNO. H. PAGE, JR., *Treasurer.*

Sworn and subscribed before me, this }
 — day of November, 186—. }

WM. B. NEEPER, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$5,000,000 00
Amount of stock subscribed	2,151,550 00
Amount paid in as by last report	1,776,129 43
Total amount now paid in of capital stock	1,793,926 43
Funded debt, as per last report	1,500,000 00
Total amount now of funded debt	5,500,000 00
Floating debt, as by last report	74,862 97
The amount now of floating debt, (excluding interest claims in litigation;)	75,584 55
Total amount now of floating and funded debt.	5,575,584 55
Rate per cent. per annum of interest on funded debt:	
6 per cent. on \$1,500,000; on \$4,000,000	7 per cent.
Date and rate per cent. per annum of dividend or dividends	No dividend.
Number of shares of stock	35,535
Par value of each share	\$50 00
Amount of capital on which the respective dividends were declared	No dividends.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$2,251,918 25	\$2,302,075 77
Equipment	266,148 60	287,994 81
Total cost	<u>2,518,066 85</u>	<u>2,590,070 58</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Pittsburg to Cumberland, Md.....	— miles.
Length of road laid, (Pittsburg to Connellsville)..	58 “
Length of double track of road.....	None.
Length of sidings.....	18 miles.
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track: 50, 56 and 60 pounds; all new rail.....	60 pounds.
Branch roads owned by the company, and their length.....	None.
Roads worked or leased by the company, viz: Fayette County railroad, from Connellsville to Uniontown, Pa., 12½ miles.	
Number of engine houses and shops	8
Number of engines.....	15
Number of first class passenger cars, (rated as eight wheel cars,)	13
Number of baggage, mail and express cars, (rated as eight wheel cars,).....	5
Number of freight cars, (rated as eight wheel cars,).....	70
Number of coal cars, (rated as eight wheel cars,)...	15
Number of iron bridges, (total length in feet, 105,).....	1
Number of wooden bridges, (total length in feet, 818,)	8
Number of stone bridges	None.
Number of railroads crossed	None.
Number of stations on main road	37
Number of wood and water stations on main road,	10
Value of real estate held by the company, exclusive of road way	\$283,107 80

Number of tunnels	None.
How is track laid, and on what foundation? Stone ballast, cross-ties and iron.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	162,706
Number of miles run by freight and coal trains....	211,842
Number of through passengers for the year on main road.....	7,973
Number of passengers (all classes) carried in cars,	422,739
Number of tons of 2,000 lbs. of through freight for the year on main road.....	5,536
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	398,502
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)....	16½
Average rate of speed adopted by freight trains, including stops.....	8
Weight of first class passenger engines	25 to 28 tons.
Weight of freight engines.....	33 "

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1867	31,220	June, 1868.....	42,320
December, 1867.....	31,470	July, 1868	43,928
January, 1868.....	28,147	August, 1868.....	43,654
February, 1868	28,581	September, 1868.....	41,569
March, 1868.....	30,266	October, 1868	37,146
April, 1868.....	31,304		
May, 1868.....	33,134	Total	422,739

The amount of freight, specifying the quantity in tons:

Anthracite coal.....	None.	Agricultural products.....	6,062
Bituminous coal and coke.....	320,374	Merchandise	8,434
Petroleum, paints, lard, tallow, &c.....	639	Manufactures.....	5,472
Other iron or castings.....	4,405	Live stock.....	4,096
Iron ore, pigs and blooms	8,127	Lumber	8,038
Lime and limestone, cement, fire clay, &c.....	31,668	Other articles.....	1,187
		Total	38,502

The rate of fare for passengers charged for the respective classes, per mile, as follows:

For first class through passengers	3½ cents.
For first class way passengers.....	4 “
For second class through and way passengers	None.

The rate per ton (of 2,000 pounds) per mile charged for freight:

For through freight and coal.....	.01¾ cents.
For local freight and coal.....	.02 “

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Pass. transportation.	Freight transportation.
Repairs or maintenance of way, including buildings.....	\$100,275 01	\$33,425 00	\$66,850 01
Taxes on real estate: See below.			
Total.....	100,275 01	33,425 00	66,850 01
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$49,673 35	\$16,557 78	\$33,115 57
Repairs of passenger and baggage cars.....	11,106 87	3,702 29	7,404 58
Repairs of freight and hand cars.....	15,256 88	5,085 62	10,171 26
Repairs of tools and machinery in shops.....	5,462 33	1,820 77	3,641 56
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	9,202 57	3,067 52	6,135 05
Total.....	90,702 00	30,233 98	60,468 02
OPERATING THE ROAD.			
Office expenses, stationery, &c.....		\$909 74	\$1,819 49
Agents, clerks, warehousemen and telegraph operators.....	\$2,729 23	9,245 12	18,490 23
Labor—loading and unloading freight.....	27,735 35		3,846 95
Porters, watchmen and switch tenders, wood and water station attendance, conductors, baggage masters and brakemen.....	3,846 95		
Engineers and firemen.....	22,775 50	7,591 83	15,183 67
Fuel, and cost of preparing for use.....	21,635 25	7,211 75	14,423 50
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	11,430 71	3,810 24	7,620 47
Loss and damage of goods and baggage.....	8,567 88	2,855 96	5,711 92
Use of freight cars and drawback and allowance.....	798 40	266 13	532 27
Damage for injury of persons and damage to property, including damage by fire and cattle killed on road.....	10,628 59	3,542 86	7,085 73
General superintendence.....	5,197 52		5,197 52
Contingencies.....	1,500 00	500 00	1,000 00
	3,879 87	1,293 29	2,586 58
Total.....	120,725 25	37,226 92	83,498 33

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders.....	None.
From sale of bonds	\$351,900 00
From other sources	3,814 48
Total.....	<u><u>355,714 48</u></u>

RECEIPTS.

Months.	Passeng'rs.	Freight.	Mail and express.	Miscella- neous.	Total.
November, 1867.....	\$12,375 53	\$29,071 19	\$704 17	\$381 05	\$42,131 94
December, 1867.....	13,171 36	23,737 37	704 17	62 63	37,275 53
January, 1868	12,270 67	22,407 86	704 17	547 97	35,530 67
February, 1868.....	10,895 00	24,667 08	704 17	77 05	35,943 30
March, 1868	11,562 13	25,987 17	704 17	.....	37,853 47
April, 1868	11,801 61	26,941 76	704 17	171 48	39,219 02
May, 1868	11,828 83	27,480 50	704 17	74 05	39,687 55
June, 1868.....	15,829 53	30,137 43	704 17	30 00	47,301 13
July, 1868	16,438 81	29,364 77	704 17	123 46	46,231 21
August, 1868	16,160 80	31,603 48	704 17	181 20	48,249 65
September, 1868.....	15,585 51	30,786 51	704 17	.....	46,676 19
October, 1868.....	14,536 70	35,436 07	704 13	2,249 36	52,526 26
Total.....	163,456 48	337,621 19	8,450 00	3,898 25	508,625 92

Summary of payments:

For construction and equipment.....	\$72,003 73
For maintaining and operating the road.....	311,702 25
For dividends	None
For interest on funded debt.....	18,494 35
For miscellaneous, (including balance in hands of treasurer and agents, &c.).....	95,524 92
For State tax on capital stock and tonnage, and county and city taxes.....	6,600 87
For United States tax.....	4,299 79
Total	<u><u>508,625 92</u></u>

Cost of transportation:

Cost per passenger per mile, proximate average...	2 $\frac{7}{10}$ cents.
Cost per ton freight per mile, proximate average..	<u><u>1 $\frac{13}{100}$ "</u></u>

What express companies run on your road, and on what terms?
Adams express company. They pay a stated rent, per annum,

for right to run on two of our passenger trains, furnishing baggage masters on such trains, and pay no other form of toll to the railroad company.

What transportation or freight companies run on your road, and on what terms? None.

ACCIDENTS.

	Killed.	Injured.
Passengers	0	1
Employees	4	2
Others	5	1
	<hr/>	<hr/>
Total	9	4
	<hr/>	<hr/>

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows :

1867.

November 4. Jas. Scott, employee, fell off train; lost an arm, but not fatally hurt.

December 28. Geo. Hetherington, passenger; car on siding struck arm out of a car window and broke it.

December 30. J. Wessart, found on track in a dying condition; had been drunk and got run over.

1868.

April 29. Jno. Murray, employee, lay down close to the track, while drunk, and a passing freight train killed him.

April 30. M. Cox, fell off train and got killed.

May 4. R. Sloss, fell off train and got killed.

May 20. J. Nesmith, slightly injured while coupling cars; employee.

June 17. E. Montooth, walking on track when drunk, struck by passing train; slightly injured. Wm. Luke, lay down on track while drunk, was run over and killed.

July 23. Frank Britt, employee, fell off of coal train and was killed.

July 25. P. Dean, lay down on track while drunk; killed by freight train.

September 29. Geo. Gilmore, employee, killed by the explosion of boiler of engine No. 12.

October 12. J. Kinally, employee, fell over an embankment, when train was passing, and was killed.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Wm. Oden Hughart.....	Pittsburg, Pa.
G. L. B. Fetterman.....	Pittsburg, Pa.
John Fleming.....	Pittsburg, Pa.
Wm. Phillips.....	Pittsburg, Pa.
Wm. Baldwin.....	Pittsburg, Pa.
Jos. Pennock.....	Philadelphia, Pa.
Cyrus Meyers.....	Somerset, Pa.
Benj. De Ford.....	Baltimore, Md.
John Hopkins.....	Baltimore, Md.
Jas. Hodges.....	Baltimore, Md.
Wm. H. Perkins.....	Baltimore, Md.
H. G. Vickery.....	Baltimore, Md.
Wm. Oden Hughart, President.....	Pittsburg, Pa.
Jno. H. Page, Jr., Secretary and Treasurer.....	Pittsburg, Pa.
Wm. B. Stout, Superintendent.....	Connellsville, Pa.

(No. 78.)

PITTSBURG, FORT WAYNE AND CHICAGO.

STATE OF PENNSYLVANIA, }
Allegheny County, } ss:

Personally appeared Thos. D. Messler, assistant president, and James P. Farley, auditor, of the Pittsburg, Fort Wayne and Chicago railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) THOS. D. MESSLER, *Assist. President.*
 J. P. FARLEY, *Auditor.*

Sworn and subscribed before me, this }
 5th day of January, 1869. }

THOS. M. BLAIR, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law: Regulated by charter, with power to increase from time to time.

Amount of stock subscribed.....\$11,500,000 00

Amount paid in as by last report..... 11,497,402 35

Total amount now paid in of capital stock, (full stock, \$11,497,400 00; scrip stock, \$2,600 00,).. 11,500,000 00

Funded debt, as per last report..... 12,564,500 00

Total amount now of funded debt..... 12,563,000 00

Floating debt, as by last report..... 83,778 39

The amount now of floating debt..... 139,986 76

Total amount now of floating and funded debt.... 12,702,986 76

Rate per cent. per annum of interest on funded debt..... 7 per cent.

Date and rate per cent. per annum of dividend or dividends: Quarterly—10 per cent per annum.

Number of shares of stock..... 114,974

Par value of each share \$100 00

Amount of capital on which the respective dividends were declared, (average of four quarters). 11,497,250 00

COST OF ROAD AND EQUIPMENT.

	By present report.
Construction, year ending October 31, 1868	\$289,732 68
Equipment, year ending October, 31, 1868.....	229,375 41
Total cost	<u>\$23,247,488 52</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Pittsburg to Chicago, Ill.....	468 $\frac{3}{10}$ miles.
Length of road laid.....	468 $\frac{3}{10}$ "
Length of double track of road.....	33 $\frac{5}{10}$ "
Length of sidings.....	97 $\frac{1931}{5280}$ "
Gauge of road.....	4 ft. 10 in.
Weight of rail per yard on main track	60 lbs.
Branch roads owned by the company and their length, viz: Cleveland, Zanesville and Cincinnati railroad.....	65 miles.
Roads worked or leased by the company, viz: New Castle and Beaver Valley, and Lawrence railroads.	
Number of engine houses and shops.....	20
Number of engines	204
Number of first class passenger cars, rated as eight wheel cars, (average cost of each, \$3,500,).....	94
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each, \$1,250,).....	54
Number of freight cars, rated as eight wheel cars, (average cost of each, \$750,).....	2,531
Number of coal cars, rated as eight wheel cars, (average cost of each, \$650,).....	300
Number of iron bridges, (total length in feet, 1,883,).....	12
Number of wooden bridges, (total length in feet, 3,165,).....	93
Number of stone bridges, (total length in feet, 554,).....	27
Number of railroads crossed.....	17
Number of stations on main road	107

Number of wood and water stations on main road,	50
Value of real estate held by the company, exclusive of road way: Included in cost of railway construction and equipment.	
Number of tunnels.....	None.
How is track laid, and on what foundation? Cross-ties, gravel ballast, wrought chairs and fish plate joints.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	1,518,301
Number of miles run by freight trains.....	3,607,432
Number of miles run by coal trains: Included in freight trains.	
Number of through passengers for the year on main road.....	160,477
Number of passengers (all classes) carried in cars,	1,376,998
Number of tons of 2,000 lbs. of through freight for the year on main road.....	603,225
Gross amount of tonnage for the year (2,000 lbs. per ton,).....	1,459,230
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	20
Average rate of speed adopted by express trains, including stops.....	28
Average rate of speed adopted by freight trains, including stops.....	12
Weight of first class passenger engines.....	29 tons.
Weight of freight engines.....	29½ "

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1867.....	110,960	June, 1868.....	125,924
December, 1867.....	96,577	July, 1868.....	126,962
January, 1868.....	90,601	August, 1868.....	138,051
February, 1868.....	82,104	September, 1868.....	138,631
March, 1868.....	104,142	October, 1868.....	142,841
April, 1868.....	109,549		
May, 1868.....	110,656	Total	1,376,998

The amount of freight, specifying the quantity in tons :

Bituminous coal.....	239,485	Manufactures	286,438
Railroad iron.....	59,910	Live stock.....	164,589
Lime and limestone, and miscellaneous.....	150,739	Lumber.....	82,294
Agricultural products.....	199,456	Other articles.....	89,477
Merchandise.....	186,842	Total	<u>1,459,230</u>

The rate of fare for passengers charged for the respective classes, per mile, as follows :

For first class through passengers	3 cents.
For first class way passengers.....	3½ "
For second class through passengers.....	2 $\frac{1.5}{1.00}$ "
For second class way passengers	<u>None.</u>

The rate per ton (of 2,000 lbs.) per mile charged for freight:

For through freight, average.....	2 cents.
For through coal.....	None.
For local freight, average.....	3 cents.
For local coal, average.....	<u>1½ "</u>

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Press. transportation.	Freight transportation.
Repairs or maintenance of way, including buildings.....	\$1,226,251 15	\$408,750 38	\$817,500 77
Taxes on real estate, &c.....	155,679 99	51,893 33	103,786 66
Total	1,381,931 14	460,643 71	921,287 43
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$337,592 30	\$81,081 81	\$256,510 49
Repairs of passenger and baggage cars.....	178,972 57	178,972 57	.....
Repairs of freight cars	345,350 16	.....	345,350 16
Repairs of tools and machinery in shops.....	27,564 50	9,188 17	18,376 33
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	139,821 00	46,607 00	93,214 00
Total	1,029,300 53	315,849 55	713,450 98
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$51,167 44	\$17,055 81	\$34,111 63
Agents and clerks.....	333,873 86	162,712 06	171,161 80
Labor—loading and unloading freight.....	155,937 69	.....	155,937 69
Porters, watchmen and switch tenders.....	84,184 69	28,061 56	56,123 13
Wood and water station attendance.....	56,736 88	18,912 29	37,824 59
Conductors, baggage masters and brakemen.....	327,971 70	118,299 37	209,672 33
Engineers and firemen.....	304,259 09	79,148 12	225,110 97
Fuel and cost of preparing for use.....	488,175 50	147,047 92	341,127 58
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	92,599 75	27,688 44	64,911 31
Loss and damage of goods and baggage.....	21,550 48	6,826 55	14,723 93
Use of freight cars	150,831 37	.....	150,831 37
Shoveling snow.....	22,169 22	7,389 77	14,779 45
Damage for injury of persons	17,300 43	13,613 79	3,686 64
Damage to property, including damage by fire and cattle killed on road.....	19,724 30	9,475 11	10,249 19
General superintendence.....	80,539 49	26,846 49	53,693 00
Contingencies.....	174,813 56	58,271 18	116,542 38
Total	2,381,835 45	721,348 46	1,660,486 99

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders.....	None.
From sale of bonds	None.
From other sources	None.

RECEIPTS.

Months.	Passengers.	Freight.	Mail and express.	Rent of railway.	Miscella- neous.	Total.
Nov., 1867.....	\$229,697 29	\$435,186 47	\$16,132 00	\$7,083 33	\$2,499 05	\$690,598 14
Dec., 1867.....	176,416 72	370,299 85	16,132 00	7,083 34	3,794 92	573,726 83
Jan., 1868.....	157,536 62	321,709 72	16,451 50	7,083 33	2,682 99	505,505 16
Feb., 1868.....	153,253 94	427,311 22	15,812 50	7,083 33	855 01	604,316 00
March, 1868..	212,152 81	450,767 03	18,082 00	7,083 34	1,232 16	689,317 34
April, 1868...	219,297 21	524,443 71	18,082 00	7,083 33	1,291 85	770,193 10
May, 1868.....	211,069 02	378,613 90	18,082 00	7,083 33	751 47	615,599 72
June, 1868....	223,021 34	351,883 41	18,082 00	7,083 34	1,164 29	601,239 38
July, 1868....	181,122 53	348,912 26	18,476 50	7,083 33	1,233 31	556,827 93
Aug., 1868....	218,482 38	411,681 94	18,082 00	7,083 33	1,094 68	656,424 33
Sept., 1868....	264,226 16	487,825 44	18,082 00	7,083 34	4,344 58	781,561 52
Oct., 1868.....	251,761 22	548,836 10	18,476 50	7,083 33	1,481 63	827,638 78
Total	2,498,087 24	5,057,467 05	209,973 00	85,000 00	22,425 94	7,872,953 23
Not heretofore reported: Profit in operating New Castle branch.....						64,091 47
Not heretofore reported: Profit in operating Lawrence branch.....						18,255 88
Grand total						7,955,300 58

Summary of payments:

For construction and equipment.....	\$519,108 09
For maintaining and operating the road.....	4,793,067 12
For dividends, \$1,149,725 00; United States tax, \$60,511 83	1,210,236 83
For interest.....	886,462 50
For miscellaneous	325,740 93
For State tax on capital stock and tonnage.....	10,283 75
For United States tax.....	68,716 93
Total.....	7,813,616 15

Cost of transportation:

What express companies run on your road, and on what terms? American express company--Pittsburg to Chicago. Terms: The Pittsburg, Fort Wayne and Chicago railway company agree to carry for the American express company 21,000 lbs. of express freight, daily, between Pittsburg and Chicago, for which they are to re

ceive \$375 per day; any excess over this amount to be charged at \$1 50 per hundred lbs. Merchants' Union express company—Pittsburg to New Castle. Terms: The Pittsburg, Fort Wayne and Chicago railway company agree to carry, for the Merchants' Union express company, 10,000 lbs. express freight, daily, between Pittsburg and New Castle, for which they are to receive \$32 50 per day; any excess over this amount to be charged at the rate of 30 cents per hundred lbs.

What transportation or freight companies run on your road, and on what terms? The Union railroad and transportation company, and Allentown transportation company. Terms: The transportation companies are to establish and maintain, at their own expense, independent and efficient freight agencies, in the principal cities of the east and west, and generally to co-operate with the officers of the company in establishing the line in public favor; furnish their own cars, and keep them in repair, subject to the approval of the car inspector of the railway company; pay all expenses, including loss and damage of freight connected with the shipment and delivery of freight, and pay to the railway company certain specified rates, which rates are based upon an average of the prevailing rates charged by the railway company for similar freight. The railway company pay to the transportation companies three mills per ton per mile for use of their cars, and have a general supervision of the rates and the business.

ACCIDENTS.

Eastern and Western Divisions.

	Killed.	Injured.
Passengers.....	2	2
Employees.....	13	50
Others.....	25	18
	<hr/>	<hr/>
Total.....	40	71
	<hr/>	<hr/>

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows :

EASTERN DIVISION.

1867.

November 4. A boy, named Rose, killed at Beaver Falls, Pa.; was hanging on train to ride, and in getting off slipped and fell.

November 5. Samuel Weisner, injured; struck by engine while walking on the track, near Neville, Pa.

November 5. Michael Kane, a repairsman, was run over by engine at Crestline, Ohio, injuring both his legs.

November 23. Joseph Jackson, on the track, drunk, run over and killed at Lawrence, Ohio.

November 18. Jonathan Smith, brakeman, hand injured in coupling cars.

December 23. Charles Watkins, brakeman, fingers injured in coupling cars at outer depot, Pa.

December 24. John Carothur, brakeman, fingers injured in coupling cars at outer depot, Allegheny, Pa.

December 24. Jas. Leper, coal digger, found dead on the track one mile east of Salem, Ohio.

1868.

January 13. Jos. Bell, conductor on Liberty street, Pittsburg, slipped, and leg and foot injured by cars running over them.

January 29. Jos. Hensel or M'Censel, walking on the track one-half mile east of Canton, O., was struck by engine and killed.

January 29. Jas. Mahoney, fingers injured in coupling cars; John Etienne, fingers injured in coupling cars.

February 4. ——— Shell, fingers injured in coupling cars.

February 6. Daniel Schmidt, found dead by the side of track three miles east of Wooster, Ohio.

February 7. Chas. M'Donald, brakeman, caught between cars and fatally injured in coupling at Wampum, Pa.

February 12. John Lynch, watchman, walking on track at French Point, Pa., was struck by engine and killed.

February 12. P. O'Conner, walking between tracks stepped too near passing train; was struck and slightly injured.

February 14. Charles Smith, brakeman, arm injured in coupling cars at Orrville, Ohio.

February 26. Anthony Horner, brakeman, squeezed in coupling cars near Rochester, Pa.

March 1. James Bailey, yard passenger conductor, crushed between cars and killed at outer depot, Allegheny, Pa.

March 9. Wm. L. Jackson, a little boy, injured by engine while crossing the track at Quaker Valley, Pa.

March 13. James Jack, injured ; walking on the track between Dixmont and Glendale, Pa.

March 28. K. M'Donald, brakeman, foot bruised in coupling cars at Alliance, Ohio.

March 30. Jas. A. Purches, brakeman, foot slipped in getting on caboose, and wheel passed over toe.

March 31. William Sese, brakeman, hand injured in coupling cars at Economy, Pa.

April 4. A child of James Parks, two years old, run over and killed, near Lowell, Ohio.

April 9. Antonio Gtolyka, stealing ride between freight cars, hurt by falling or getting off.

April 21. A. Lewis, brakeman, fell under train near Rochester, and had his arm cut off.

April 24. James M'Cready, brakeman, injured by falling from train near Homewood, Pa.

April 26. Henry Brown, boy fifteen years old, attempting to get on train when in motion, struck a post and was killed, at Allegheny, Pa.

April 27. George Bucher, laying along side of track one mile west of Louisville, Ohio ; in getting up was struck by engine and killed.

May 1. Jas. Mehin, track repairer, injured by being struck by engine, near Edgeworth, Pa.

May 13. A. P. Buckalew, freight brakeman, foot injured at Allegheny, Pa., by slipping whilst getting on the train.

May 18. Wilson Scott, a passenger, injured in jumping from train at Allegheny, Pa.

May 20. Michael Leonard, brakeman, fell from train and killed near Wooster, Ohio.

May 27. Daniel Litchenwalter, thrown from buggy on the track and killed, near Canton, Ohio.

June 7. Amos Oyster, brakeman, hand injured in coupling cars at Wooster, Ohio.

June 10. Lawrence Inglesby, lying on the track intoxicated, was killed near Homewood, Pa.

June 11. A. D. Muzzey, engineer, struck by engine and killed in attempting to cross the track in front of it, on Federal street, Allegheny, Pa.

June 23. J. H. Groff, brakeman, hand injured in coupling cars at Salem, Ohio.

June 21. James Jackson, fell in attempting to climb on train at Lucas, Ohio, and had his arm injured.

June 16. B. F. White, brakeman, slightly injured in coupling cars at Canton, Ohio.

July 1. H. Scott Johnson, brakeman, shifting cars at Carbon Hill, Ohio, foot caught and leg bruised.

July 2. Wooster Sutton, brakeman, found dead on track near Lakeville, Ohio. Supposed to have fallen from train.

July 6. George Baker, brakeman, fell from train near Massillon and slightly injured.

July 8. Peter Zelner, killed; struck his wagon near Lucas, Ohio, and he was thrown out against some cross-ties.

July 9. A. Gordon, fireman, foot injured in getting on train at Lawrence, Ohio.

July 13. ——— Slatterly, foot injured in getting on train, drunk, in Allegheny city.

July 20. Arnold Wolkecamp, boy, throwing stones at the train, was struck by another train, and seriously injured.

July 24. Samuel Darby, brakeman, caught between cars while coupling at Canton, but not seriously injured.

July 31. W. G. Tabor, engineer, arm and hand injured by his engine being thrown from track by a spike placed on the rail.

August 18. George Tomlinson, brakeman, fingers crushed in coupling cars.

August 22. John Uncapher, brakeman, injured by being knocked off train by water pipe.

August 29. John Flynn, walking on the track near Wood's run, Pa., was struck by engine and killed.

September 10. Frank Benton, brakeman, injured in coupling cars at Allegheny, Pa.

September 18. ——— Dunin, crossing track at Wood's run in wagon, engine struck the hind end, slightly injuring him.

September 19. John Weber, brakeman, injured in coupling cars at Mansfield, Ohio.

September 19. Washington Marks, drover, killed by engine of following section striking the caboose.

September 20. John Brannon, drunk, struck by engine near Osborne, Pa., and considerably injured.

September 26. William Kelsh, injured coupling cars at Allegheny, Pa.

September 6. Edward Murphy, fireman, foot run over.

October 1. T. Milner, engineer, L. Hurd, fireman, and W. Seifert, brakeman, killed by explosion of locomotive boiler near Covert's Mills, Pa.

October 8. Unknown, walking on track near French Point, Pa., struck by engine and killed.

October 10. ——— Butler, son of conductor, leg broken in attempting to get on train.

October 11. Clarence Stephens, brakeman, killed by falling from train, one mile west of Perrysville, Ohio.

October 12. Catharine Yeager, injured in attempting to crawl under cars.

October 17. Abner Wolf, killed west of Freedom, Pa., in crossing track with load of stone, disregarding the signals.

October 23. Adam Griss, fatally injured by jumping from train when in motion at Rochester, Pa.

October 26. William M'Cormick, found dead on the track, supposed to have fallen from passenger train.

WESTERN DIVISION.

1867.

November 14. Fleet Clark, a citizen, was run over by train No. 1, at Elida, Ohio, and killed. He was walking on the track, and was supposed to have been deaf.

November 14. Gideon Platner, a citizen, was seriously injured by train No. 1, near Bourbon station, Indiana. He was drunk, and attempted to drive his team across the track ahead of the train.

November 23. Albert Shirley, a citizen, was run over by train No. 10, and killed near Atwood station, Indiana. He was asleep on the track, and as it was dark the engineer did not see him.

December 19. Patrick Maloy, head slightly cut; caused by train No. 10 running into and breaking a hand car, one mile east of Ada, Ohio; a piece of which struck him on the head.

1868.

January 6. John Dunbar, a brakeman on freight train No. 9, had his thigh dislocated while crawling up between two cars at Lima, Ohio.

January 17. George Fisher, a fireman on passenger train No. 7, was severely wounded in the head, by falling from the engine at North Robinson, Ohio, while out oiling the valves.

January 21. Louis Patton, a freight brakeman on train No. 16, was injured on the head, and right arm and leg at Dunkirk station, Ohio, by falling between two freight cars.

February 13. J. G. Cook, a freight brakeman on train No. 16, was injured in the back by falling between two freight cars at Ada station, Ohio.

February 22. Father Jos. Rinehart, a Catholic priest, was found dead on the track at Upper Sandusky, Ohio. Supposed to have been killed by attempting to jump on a passing train.

February 29. Andrew J. Laird, a freight brakeman on train No. 15, fell into a "cattle guard" at Hamlet station, while attempting to couple two cars, slightly injuring his leg.

March 7. John Eldridge, freight brakeman, hand badly smashed while coupling two cars at Valparaiso.

March 14. J. P. Cannon, freight brakeman on train No. 12, was killed near Columbia city, Indiana, by falling between two cars, while jumping from one to the other.

March 28. Geo. Stewart, a citizen, slightly injured on the head, by being struck by a passenger train at Nevada; he was walking on the track through a bridge.

April 8. Phillip Waters, citizen, was struck by freight train No. 11, at Bucyrus, Ohio, and slightly injured.

May 4. An unknown woman was killed at Plymouth, Indiana, by train No. 10; she threw herself on the track in front of the engine.

May 6. Oliver Wright, freight brakeman on train No. 14, had his foot badly smashed at Dunkirk, Ohio, by dropping a large iron kettle which he was unloading.

May 9. James M'Keon, a freight brakesman on train No. 10, back slightly injured by falling between two cars which he was trying to uncouple.

May 14. J. H. Benfield, freight brakesman on train No. 13, killed at Columbia city, Indiana, while coupling two cars.

May 23. James Leynord, track watchman, run over and killed by train No. 7, between Middlepoint and Delphos stations; was on the track asleep.

June 14. An unknown man was run over and killed by the "dummy" train near Chicago; was walking on the track and it is supposed he was deaf.

June 19. A lad, name unknown, had an arm broken at Elida station; was stealing a ride between two freight cars.

June 21. Pat. Warden, citizen, had leg cut off by train No. 12, at Robinson; attempted to jump on train.

June 23. A child, named Sullivan, was killed by train No. 7, near Plymouth, Indiana; no particulars known.

June 27. An unknown man, supposed to have been crazy, killed near Liverpool station by train No. 12; he was walking on the ends of the ties.

June 27. A lad, named Hawkins, was killed by the wood train at Sandusky, Ohio, by being caught between a flat car and the depot platform; he was jumping on and off the cars.

July 9. Thomas Salpaugh, a switchman at Chicago, foot badly smashed by falling under a moving baggage car on which he attempted to jump.

July 14. Patrick M'Geary, freight brakesman on train No. 16, "squeezed" and slightly injured while coupling two cars at Plymouth.

July 14. Alex. Whinery, a track watchman, killed by passenger train No. 3, near Five Mile switch; he was on the track asleep.

July 14. Elias Harter, citizen, killed by train No. 9, two miles east of Lafayette, Ohio; was on the track in a "fit."

July 18. John Murphy, freight brakesman on train No. 10, shoulder bruised while coupling cars at Wanatak.

July 27. A lady passenger, named Hamilton, hip injured and two teeth knocked out by the "dummy" running into the wood train at Union stock yards, Chicago.

August 12. Frank Gibson, freight brakesman, arm badly smashed while coupling two cars near Chicago.

August 21. H. Howland, freight brakesman, legs injured by striking a cattle guard fence near Atwood, Indiana; was hanging them out of a car door.

September 2. John M'Keeting, citizen, killed by switching engine at Chicago; was walking on the track and paid no attention to danger signals.

October 1. J. Nichols, switchman at Chicago, finger on left hand injured while coupling cars.

October 1. Wm. Smith, freight brakesman, received a very severe flesh wound on left arm while coupling cars at Forest.

October 16. Coleman Flaharty, citizen, seriously injured on head at Chicago; was struck by dummy train while standing on track.

October 11. Edward Cotter, laborer on Columbia wood train, injured slightly on the head; struck by a large piece of timber which he was unloading.

October 20. J. M. Trimble, freight brakesman, train No. 11, fingers injured coupling cars at Larwell.

October 23. Michael O'Brian, citizen, ran over and killed by switching engine, No. 147, at Chicago; stepped on track just ahead of engine.

RECAPITULATION.

	Killed.	Injured.
Passengers.....	0	1
Employees.....	4	18
Others.....	11	6
	—	—
Total	15	25
	=	=

CHAS. E. GORHAM, *Sup't W. D.*

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
G. W. Cass.....	Pittsburg, Pa.
Springer Harbaugh.....	Pittsburg, Pa.
J. Edgar Thomson.....	Philadelphia, Pa.
John L. Dawson.....	New Geneva, Fayette co., Pa.
J. F. D. Lanier.....	New York.
Louis H. Meyer.....	New York.
Samuel J. Tilden.....	New York.
Pliny Hoagland.....	Fort Wayne, Ind.
Jesse L. Williams.....	Fort Wayne, Ind.
Kent Jarvis.....	Massillon, Ohio.
R. R. Springer.....	Cincinnati, Ohio.
John Sherman.....	Mansfield, Ohio.
Wm. B. Ogden.....	Chicago, Ill.
George W. Cass, President.....	Pittsburg, Pa.
F. M. Hutchinson, Secretary.....	Pittsburg, Pa.
J. P. Henderson, Treasurer.....	Pittsburg, Pa.
J. N. M'Cullough, General Superintendent.....	Pittsburg, Pa.
T. D. Messler, Ass't President.....	Pittsburg, Pa.
H. A. Gardner, Chief Engineer.....	Pittsburg, Pa.
J. P. Farley, Auditor.....	Pittsburg, Pa.

(No. 79.)

READING AND COLUMBIA.

STATE OF PENNSYLVANIA, } ss:
 _____ County, }

Personally appeared Charles E. Smith, president, and J. B. White, treasurer, of the Reading and Columbia railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) CHARLES E. SMITH, *President.*

J. B. WHITE, *Treasurer.*

Sworn and subscribed before me, this }
 23d day of November, 1868. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT

Capital stock as authorized by law	\$600,000 00
Amount of stock subscribed	511,400 00
Amount paid in as by last report	505,748 09
Total amount now paid in of capital stock	505,848 09
Funded debt, as per last report	1,000,000 00
Total amount now of funded debt	1,000,000 00
Floating debt, as by last report	740,935 33
The amount now of floating debt	919,749 47
Total amount now of floating and funded debt	1,919,749 47
Rate per cent. per annum of interest on funded debt,	7 per cent.
Date and rate per cent. per annum of dividend or dividends	None.
Number of shares of stock	10,088
Par value of each share	\$50 00
Amount of capital on which the respective divi- dends were declared	<u>No dividends.</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$1,830,295 20	\$1,913,983 13
Equipment	206,453 46	220,633 46
Total cost.....	<u>2,036,778 66</u>	<u>2,134,616 59</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Columbia to Sinking Springs, 40 miles; from Sinking Springs to Reading, 6 miles; use track of Lebanon Valley railroad.	
Length of road laid.....	40 miles.
Length of double track of road.....	None.
Length of sidings.....	2½ miles.
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	54 and 56 lbs.
Branch roads owned by the company, and their length, viz: Lancaster branch, 8 miles.	
Roads worked or leased by the company.....	None.
Number of engine houses and shops.....	2
Number of engines.....	8
Number of first class passenger cars, rated as eight wheel cars, (average cost of each, \$4,389 31,)...	7
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each, \$2,500,).....	1
Number of freight cars, (rated as eight wheel cars,).....	37
Number of iron bridges.....	None.
Number of wooden bridges.....	8
Number of stone bridges.....	27
Number of railroads crossed.....	3
Number of stations.....	25
Number of wood and water stations.....	5
Value of real estate held by the company, exclusive of road way.....	\$59,547 97
Number of tunnels.....	None.
How is track laid, and on what foundation? On cross-ties, with principally stone ballast.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.	80,133
Number of miles run by freight and coal trains. . .	79,611
Number of through passengers for the year.	13,224
Number of passengers (all classes) carried in cars,	146,464
Number of tons of 2,000 lbs. of through freight for the year.	58,551
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	157,192
Average rate of speed adopted by ordinary passen- ger trains, including stops, (miles per hour,) . . .	17½
Average rate of speed adopted by express trains, including stops.	20
Average rate of speed adopted by freight trains, including stops.	12
Weight of first class passenger engines, (including fuel and water)	58,533 lbs.
Weight of freight engines, (including fuel and water,)	<u>70,066</u> "

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1867.....	6,975½	June, 1868.....	11,407
December, 1867.....	6,598½	July, 1868.....	44,347
January, 1868.....	5,920	August, 1868.....	23,732
February, 1868.....	5,033½	September, 1868.....	12,758
March, 1868.....	7,139	October, 1868.....	7,589½
April, 1868.....	7,447		
May, 1868.....	7,517	Total.....	<u>146,464</u>

The amount of freight, specifying the quantity in tons:

Anthracite coal.....	73,579	Agricultural products.....	8,989
Bituminous coal.....	334	Merchandise and manufactures,	8,010
Petroleum.....	148	Live stock.....	434
Pig iron.....	12,942	Lumber.....	12,776
Other iron or castings.....	633		
Iron and other ores.....	31,512	Total.....	<u>157,192</u>
Lime and limestone, and other stone.....	7,835		

The rate of fare for passengers charged for the respective classes, per mile, as follows :

For first class through passengers.....	3 cents.
For first class way passengers.....	3½ "
For second class through passengers.....	None.
For second class way passengers	None.

The rate per ton (of 2,000) pounds per mile charged for freight:

For through freight	3 $\frac{3}{100}$ cents.
For through coal	1 $\frac{8}{100}$ "
For local freight.....	4 $\frac{4}{100}$ "
For local oil.....	4 $\frac{4}{100}$ "

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs or maintenance of way, including build- ings.	\$46,208 99
Taxes on real estate.....	176 45
Total	46,385 44

Repairs of machinery:

Repairs of engines and tenders, passenger, baggage and freight cars.....	\$18,687 22
Repairs of tools and machinery in shops	120 09
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops	3,038 01
Total	21,845 32

Operating the road :

Office expenses, stationery, &c	\$3,341 72
Agents and clerks, labor—loading and unloading freight, porters, watchmen and switch tenders, wood and water station attendance.....	11,255 63

Conductors, baggage masters, brakemen, engineers and firemen, fuel and cost of preparing for use, oil and waste for engines and tenders, passenger, baggage and freight cars	\$45,958 74
Loss and damage of goods and baggage, property, &c	224 27
Use of freight cars	2,420 72
Telegraph expenses	2,201 33
General superintendence	8,260 46
Contingencies	1,561 83
Total	<u>75,224 70</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders	\$100 00
From other sources	178,814 14
Total	<u>178,914 14</u>

RECEIPTS.

Months	Passengers.	Freight.	Mail.	Miscellaneous.	Total.
November, 1867	\$4,034 50	\$10,434 62	\$163 81	\$103 77	\$14,736 70
December, 1867	3,919 99	8,237 53	163 79	120 59	12,441 90
January, 1868	3,499 04	6,538 04	163 79	41 22	10,242 09
February, 1868	3,053 42	7,204 17	163 79	126 96	10,548 34
March, 1868	4,206 01	8,202 74	163 79	128 55	12,701 09
April, 1868	4,276 97	10,496 21	163 79	101 70	15,038 67
May, 1868	4,427 78	10,532 51	163 79	130 78	15,254 86
June, 1868	5,680 27	10,969 11	163 79	98 57	16,911 74
July, 1868	12,741 30	6,601 94	163 79	169 87	19,676 90
August, 1868	9,783 03	7,562 16	72 77	183 88	17,601 84
September, 1868	7,056 56	9,557 83	118 24	128 14	16,860 77
October, 1868	4,615 84	11,532 41	120 06	163 94	16,432 25
Total	67,294 71	107,869 27	1,785 20	1,497 97	178,447 15

Summary of payments:

For construction and equipment	\$97,837 93
For maintaining and operating the road	143,455 46
For dividends	None.
For interest	70,490 01
For State tax on gross receipts	1,386 46
For State tax on capital stock and tonnage	1,765 26
For United States tax	1,727 05
Total	<u>316,662 17</u>

Cost of transportation :

What express companies run on your road, and on what terms? Howard's express. On through goods, regular first class rates. On way goods, $1\frac{1}{4}$ regular first class rates. Pay fare of express men

What transportation or freight companies run on your road, and on what terms? None.

ACCIDENTS.

	Killed.	Injured.
Employees	<u>1</u>	<u>1</u>

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows :

1868.

March 31. George Bost, brakeman on freight train, fell from cars at Reamstown station; hurt internally; died same day.

May 28. Harry Hartz, conductor of freight train, fell from cars one-half mile south of Kauffman's siding; three fingers of right hand cut off.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
H. P. M'Kean	Philadelphia, Pa.
A. E. Borie.....	Philadelphia, Pa.
R. B. Cabeen.....	Philadelphia, Pa.
J. B. Lippincott.....	Philadelphia, Pa.
John Ashhurst.....	Philadelphia, Pa.
W. G. Case.....	Columbia, Pa.
George Bogle.....	Columbia, Pa.
T. Baumgardner.....	Lancaster, Pa.
Hiester Clymer	Reading, Pa.
Fredk. Lauer	Reading, Pa.
G. Dawson Coleman.....	Lebanon, Pa.
S. Small	York, Pa.
Charles E. Smith, President.....	Philadelphia, Pa.
J. B. White, Secretary and Treasurer.....	Columbia, Pa.
Geo. F. Gage, Superintendent.....	Columbia, Pa.

(No. 80.)

SCHUYLKILL AND SUSQUEHANNA.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Charles E. Smith, president, and Samuel Bradford, treasurer, of the Schuylkill and Susquehanna railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) CHARLES E. SMITH, *President.*
 S. BRADFORD, *Treasurer.*

Sworn, affirmed and subscribed before me, }
 this 8th day of December, 1868. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$1,600,000 00
Amount of stock subscribed.....	1,269,150 00
Amount paid in as by last report.....	1,269,150 00
Total amount now paid in of capital stock	1,269,150 00
Funded debt, as per last report.....	97,000 00
Total amount now of funded debt.....	97,000 00
Floating debt, as by last report	149,218 54
The amount now of floating debt.....	148,577 87
Total amount now of floating and funded debt ...	245,577 87
Date and rate per cent. per annum of dividend or dividends	None.
Number of shares of stock.....	25,383
Par value of each share	\$50 00
Amount of capital on which the respective divi- dends were declared.....	None declared.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Total cost.....	<u>\$1,308,686 15</u>	<u>\$1,299,845 54</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Auburn to Rockville.....	54 miles.
Length of road laid.....	54 "
Length of double track of road.....	None.
Length of sidings.....	7 miles.
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track: 45, 60 and 64 pounds.	
Branch roads owned by the company.....	None.
Roads worked or leased by the company.....	None.
Number of engine houses and shops.....	4
Number of engines.....	7
Number of first class passenger cars, rated as eight wheel cars, (average cost of each, \$2,500,)	1
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each, \$1,800,)	3
Number of freight cars, rated as eight wheel cars, (average cost of each, \$475,)	77
Number of coal cars, rated as eight wheel cars, (average cost of each, \$475,).....	18
Number of iron bridges	2
Number of wooden bridges.....	5
Number of stone bridges	2
Number of railroads crossed	None.
Number of stations on main road.....	18
Number of wood and water stations on main road: 7 water, 2 wood.	
Number of tunnels.....	None.
How is track laid, and on what foundation? Graded surface, broken stone ballast.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	74,306
Number of miles run by freight trains.....	41,916
Number of miles run by coal trains.....	36,138
Number of through passengers for the year on main road.....	1,872½

Number of passengers (all classes) carried in cars,	65,049½
Gross amount of tonnage for the year.	428,279
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	25
Average rate of speed adopted by freight trains, including stops.....	10
Weight of first class passenger engines.....	20 tons.
Weight of freight engines.....	31 tons.

The amount of freight, specifying the quantity in tons:

Anthracite coal.....	349,471
Lumber.....	11,621
Other articles	67,187
Total.....	428,279

The rate of fare for passengers charged for the respective classes, per mile, as follows:

For first class through passengers	3 cents.
For first class way passengers.....	3 “

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Pass. transportation.	Freight transportation.
Repairs or maintenance of way, including buildings.....	\$74,575 75		
Taxes on real estate	2,731 39		
Total	77,307 14		
REPAIRS OF MACHINERY.			
Repairs of engines and tenders	\$16,162 74	\$4,401 99	\$11,760 75
Repairs of passenger and baggage cars	745 50	745 50	
Repairs of freight cars	7,845 53		7,845 53
Repairs of tools and machinery in shops	2,198 76	242 68	1,956 08
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	4,427 85	1,042 76	3,385 09
Total.....	31,380 38	6,432 93	24,947 45
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$521 67	\$393 55	\$128 12
Agents and clerks	6,384 85	798 11	5,586 74
Labor—loading and unloading freight	654 05		654 05
Porters, watchmen and switch tenders.....	839 16	104 89	734 27
Conductors, baggage masters and brakemen	7,647 32	3,105 20	4,542 12
Engineers and firemen	8,833 14	3,912 83	4,920 31
Fuel and cost of preparing for use	13,059 84	1,632 48	11,427 36
Oil and waste for engines and tenders, passenger, baggage and freight cars	1,409 65	276 21	1,133 44
Use of freight cars	6,927 92	975 00	5,952 92
General superintendence.....	1,500 00	360 50	1,139 50
Contingencies	4,813 43	601 68	4,211 75
Total.....	52,591 03	12,160 45	40,430 58

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders	None.
From sale of bonds	None.
From other sources	None.

Receipts :

From passengers	\$30,471 55
From freight, \$49,001 68; coal, \$76,363 21.....	125,364 89
From mail transportation.....	2,950 00
From miscellaneous.....	8,731 19
Total.....	<u>167,517 63</u>

Summary of payments :

For maintaining and operating the road	\$161,278 55
For miscellaneous	2,595 30
For State tax on capital stock and tonnage, and on gross receipts	2,487 01
For United States tax on gross receipts.....	812 46
Total	<u>167,173 32</u>

ACCIDENTS.

	Killed.	Injured.
Employees	2	1
Total	<u>2</u>	<u>1</u>

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows :

1868.

March 19. William Kramer, brakesman on freight train, had one hand badly crushed between bumpers, while coupling cars at the forge.

October 29. Benjamin Minsker, engineer, and Hudson Hughes, fireman, of passenger train, were killed by engine being thrown from track and down an embankment, by running over cows, about one mile from Auburn.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
H. Pratt M'Kean.....	Philadelphia.
A. E. Borie.....	Philadelphia.
R. B. Cabeen.....	Philadelphia.
J. B. Lippincott.....	Philadelphia.
John Ashhurst.....	Philadelphia.
Stephen Colwell.....	Philadelphia.
Chas. E. Smith, President.....	Philadelphia.
Wm. H. Webb, Secretary.....	Philadelphia.
S. Bradford, Treasurer.....	Philadelphia.
G. A. Nicolls, General Superintendent.....	Reading.
U. R. Tracy, Superintendent.....	Pine Grove.
Chas. E. Byers, Chief Engineer.....	Pottstown.

(No. 81.)

SCHUYLKILL VALLEY NAVIGATION.

STATE OF PENNSYLVANIA, }
 City of Philadelphia, } ss:

Before me, a notary public, residing in Philadelphia, personally appeared John Tucker, president, and P. C. Hollis, secretary and treasurer, of the Schuylkill Valley navigation and railroad company, and in due form of law made oath, that the statements in the within report are true and correct, to their best knowledge and belief.

JOHN TUCKER, *President.*

P. C. HOLLIS, *Sec'y and Treasurer.*

Sworn and subscribed, this 31st day }
 of December, 1868, before me. }

RICHARD M. BATTURS, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$576,050 00
Amount of stock subscribed	576,050 00
Amount paid in as by last report.....	576,050 00
Total amount now paid in of capital stock	576,050 00
Funded debt, as per last report	None.
Total amount now of funded debt.....	None.
Floating debt, as by last report.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt....	None.
Date of each dividend: January and July, 1868.	
Rate per centum of each dividend: 5 per cent. per annum.	
Amount of capital on which the respective dividends were declared	\$576,050 00

This road is now permanently leased to the Philadelphia and Reading railroad company, and is worked by them as a branch of their main road. The income of this company is derived exclu-

sively from the lease, which yields dividends of 5 per cent. per annum.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Charles E. Smith.....	Philadelphia.
Robert B. Cabeen.....	Philadelphia.
George F. Tyler.....	Philadelphia.
A. E. Borie.....	Philadelphia.
Henry Pratt M'Kean	Philadelphia.
A. Hewson, M. D.....	Philadelphia.
John Tucker, President.....	Philadelphia.
Peter C. Hollis, Secretary and Treasurer.....	Philadelphia.

(No. 82.)

SHAMOKIN VALLEY AND POTTSVILLE.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared James S. Biddle, president, and George Taber, treasurer, of the Shamokin Valley and Pottsville railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) JAS. S. BIDDLE, *President.*
 GEORGE TABER, *Treasurer.*

Sworn, affirmed and subscribed before me, }
 this 16th day of November, 1868. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$1,500,000 00
Amount of stock subscribed.....	869,450 00
Amount paid in as by last report.....	869,450 00
Total amount now paid in of capital stock	869,450 00
Funded debt, as per last report.....	700,000 00
Total amount now of funded debt.....	700,000 00
Total amount now of floating and funded debt...	700,000 00
Rate per cent. per annum of interest on funded debt,	7 per cent.
Date and rate per cent. per annum of dividend or dividends: February and August.....	6 per cent.
Number of shares of stock.....	17,839
Par value of each share	\$50 00
Amount of capital on which the respective divi- dends were declared.....	869,450 00

CHARACTERISTICS OF ROAD.

This road is leased to the Northern Central railway company.
 See their report.

Summary of payments:

For dividends, including U. S. taxes.....	\$52,167 00
For interest, including U. S. and State tax	46,550 00
For State tax on capital stock and tonnage.....	None.
Total.....	<u>98,717 00</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
E. S. Whelen	Philadelphia, Pa.
W. R. Lejee.....	Philadelphia, Pa.
Chas. L. Borie	Philadelphia, Pa.
A. M. Eastwick.....	Philadelphia, Pa.
W. C. Houston.....	Philadelphia, Pa.
Thos. Robb	Burlington, N. J.
James S. Biddle, President.....	Philadelphia, Pa.
George Taber, Secretary and Treasurer.....	Philadelphia, Pa.

(No. 83.)

SHAMOKIN VALLEY AND POTTSVILLE.

[Northern Central Railway lessee.]

STATE OF MARYLAND, }
Baltimore City, } ss:

Personally appeared J. D. Cameron, president, and J. S. Leib, treasurer, of the Northern Central railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) J. D. CAMERON, *President.*
 J. S. LEIB, *Treasurer.*

Sworn and subscribed before me, this }
 12th day of February, 1869. }

JOHN T. GORSUCH, *J. P.*

CHARACTERISTICS OF ROAD.

Length of main line of road, from Sunbury to Mt. Carmel	28 miles.
Length of road laid	28 "
Length of double track of road	None.
Length of sidings	3 "
Gauge of road	4 feet 8½ in.
Weight of rail per yard on main track	56 and 64 lbs.
Branch roads owned by company and their length,	None.
Roads worked or leased by the company	None.
Number of engine houses and shops	4
Number of engines: This road is stocked with engines and cars by the Northern Central railway company.	
Number of iron bridges	None.
Number of wooden bridges	30
Number of stone bridges	None.
Number of tunnels	None.
How is track laid and on what foundation bed and cross-ties.	Earth

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	31,390
Number of miles run by freight and coal trains...	147,315
Number of through passengers for the year on the main road	1,950
Number of passengers (all classes) carried in cars,	41,239
Number of tons of 2,000 lbs. of through freight for the year on main road.....	3,070
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	573,460
Average rate of speed adopted by ordinary passen- ger trains, including stops, (miles per hour,)	18
Average rate of speed adopted by freight trains, including stops.....	10

The amount of freight, specifying the quantity in tons:

Anthracite and bituminous coal,	552,375	Agricultural products.....	3,167
Petroleum.....	104	Merchandise	1,618
Pig iron.....	2,154	Manufactures.....	1,623
Railroad iron.....	73	Live stock.....	12
Other iron or castings.....	253	Lumber	4,719
Iron and other ores	2,635	Other articles.....	1,314
Lime and limestone.....	3,413		
		Total	573,460

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger transp'n.	Freight transp'n.
Repairs or maintenance of way, including buildings.....	\$69,468 58	\$27,787 43	\$41,681 15
Taxes on real estate.....	541 80	216 72	325 08
Total.....	70,010 38	28,004 15	42,006 23
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$12,448 92	\$4,979 57	\$7,469 35
Repairs of passenger and baggage cars.....	144 01	144 01	.....
Repairs of freight cars.....	7,001 19	.....	7,001 19
Repairs of tools and machinery in shops.....	225 28	90 11	135 17
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	21,590 84	8,636 34	12,954 50
Total.....	41,410 24	13,850 03	27,560 21
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$4,161 31	\$1,664 52	\$2,496 79
Agents and clerks.....	1,348 35	539 34	809 01
Labor—loading and unloading freight.....	1,959 60	.....	1,959 60
Porters, watchmen and switch tenders.....	932 93	58	932 35
Wood and water station attendance.....	23 71	9 48	14 23
Conductors, baggage masters and brakemen.....	9,033 51	2,591 62	6,441 89
Engineers and firemen.....	10,847 37	1,656 12	9,191 25
Fuel and cost of preparing for use.....	21,045 50	8,418 20	12,627 30
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	3,446 94	1,378 78	2,068 16
Loss and damage of goods and baggage.....	46 54	.....	46 54
Tax on tonnage.....	9,324 37	.....	9,324 37
Tax on gross receipts.....	2,044 97	371 68	1,673 29
General superintendence.....	4,759 40	434 21	4,325 19
Contingencies.....	13,857 04	5,542 82	8,314 22
Total.....	82,831 54	22,607 35	60,224 19

RECEIPTS FOR THE YEAR ENDING DECEMBER 31, 1868.

From passengers	\$19,123 90
From freight	253,271 50
From mail	1,400 00
From express	140 00
From miscellaneous	3,828 09
Total	<u>277,763 49</u>

Summary of payments:

For maintaining and operating the road	\$194,252 16
For dividends, interest and rent	101,167 00
Total	<u>295,419 16</u>

ACCIDENTS.

KILLED—employees	<u>1</u>
------------------------	----------

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows:

September 20, 1868. Patrick Dolan, watchman at Excelsior colliery, was run over and killed near Shamokin by engine No. 54. It is supposed Dolan got on the back part of tender and jumped or fell off, and run over, as stated.

NAMES AND RESIDENCE OF OFFICERS.

This road is controlled by the board of directors and officers of the Northern Central railway company.

(No. 84.)

SOUTHWARK.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Isaac Hinckley, president, and A. Horner, treasurer, of the Southwark railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) ISAAC HINCKLEY, *President.*
 A. HORNER, *Treasurer.*

Sworn and subscribed before me, this }
 6th day of January, 1869. }

ANDREW MORROW, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$200,000 00
Amount of stock subscribed	200,000 00
Amount paid in as by last report.....	58,468 00
Total amount now paid in of capital stock.....	58,468 00
Date and rate per cent. per annum of dividend or dividends: February and August, 3 per cent. each.	
Number of shares of stock.....	4,000
Par value of each share	\$50 00
Amount of capital on which the respective divi- dends were declared.....	58,468 00

CHARACTERISTICS OF ROAD.

Length of main line of road, from South and Broad streets to Queen street	2.12 miles.
Length of road laid	2.12 "
Length of double track of road	2.12 "
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track	52 to 56 lbs.

Expenses.

Expenses and earnings included in the returns of the Philadelphia, Wilmington and Baltimore railroad company, the lessee of the Southwark railroad.

Summary of payments:

Dividends, including United States tax	\$3,508 08
State tax on capital stock and tonnage, paid by Philadelphia, Wilmington and Baltimore railroad company, and charged by them to their expenses,	175 40
United States tax, included in dividend.....	175 40
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NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Isaac Hinckley	Philadelphia, Pa.
S. M. Felton	ThurLOW, Pa.
R. J. Mercer	Philadelphia, Pa.
A. Horner	Philadelphia, Pa.
J. Huddell	Philadelphia, Pa.
N. P. Trist	Philadelphia, Pa.
H. F. Kenney	Philadelphia, Pa.
Isaac Hinckley, President	Philadelphia, Pa.
A. Horner, Secretary	Philadelphia, Pa.
A. Horner, Treasurer	Philadelphia, Pa.
H. F. Kenney, Superintendent	Philadelphia, Pa.

(No. 85.)

SULLIVAN AND ERIE.

OFFICE OF THE SULLIVAN AND ERIE }
COAL AND RAILROAD COMPANY, }
TOWANDA, PA., Nov. 28, 1868.

J. F. HARTRANFT, Esq.,
Auditor General:

DEAR SIR:—In reply to your circular calling for a report from this company, I would respectfully say that our road is located from Monroe, Bradford county, to the coal mines in Sullivan county, a distance of about twenty-two miles. We have been grading the road-bed for the past two years, but no portion of the road is yet completed.

Yours respectfully,
M. C. MERCUR, *President.*

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
M. C. Mercur, President	Towanda, Pa.
Ulysses Mercur.....	Towanda, Pa.
Chas. F. Welles.....	Athens, Pa.
George D. Jackson.....	Dushore, Pa.
Michael Meylert.....	Laporte, Pa.

(No. 86.)

SUMMIT BRANCH.

COMMONWEALTH OF MASSACHUSETTS, } ss:
Suffolk County,

Personally appeared George P. Sanger, president, and William B. Fowle, treasurer, of the Summit Branch railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) GEO. P. SANGER, *President.*
 WM. B. FOWLE, *Treasurer.*

Sworn and subscribed before me, this }
 30th day of November, 1868. }

CHAS. B. F. ADAMS,
Commissioner of the State of Pennsylvania.

STOCK AND DEBT.

Capital stock as authorized by law	\$2,750,000 00
Amount of stock subscribed	2,500,000 00
Amount paid in as by last report.	2,500,000 00
Total amount now paid in of capital stock.....	2,500,000 00
Funded debt, as per last report.	559,000 00
Total amount now of funded debt.	528,000 00
Floating debt, as by last report	8,274 67
The amount now of floating debt.	22,823 97
Total amount now of floating and funded debt....	550,823 97
Rate per cent. per annum of interest on funded debt.....	6 per cent.
Date and rate per cent. per annum of dividend or dividends: July 20, 1868, 3 per cent.	
Number of shares of stock: 50,000 issued; 5,000 not issued.	
Par value of each share.....	\$50 00
Amount of capital on which the respective dividends were declared.....	<u>2,500,000 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment, including Lykens Valley railroad, leased,	\$975,868 01	\$988,902 37
Total cost.....	<u>975,868 01</u>	<u>988,902 37</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Millersburg to Williamstown colliery.....	21 miles.
Length of road laid	21 "
Length of double track of road, about.....	3 "
Length of sidings	4 "
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	50 and 56 lbs.
Branch roads owned by the company, and their length, viz	½ mile.
Roads worked or leased by the company, viz: The Lykens Valley railroad.	
Number of engine houses and shops.....	5
Number of engines	5
Number of first class passenger cars, rated as eight wheel cars, (average cost of each, \$1,000,).....	1
Number of baggage, mail and express cars, rated as four wheel cars, (average cost of each, \$350,)...	1
Number of freight cars, rated as eight wheel cars, (average cost of each, \$550,).....	1
Number of coal cars, (rated as eight wheel cars.)..	None.
Number of iron bridges, (total length in feet, 67,)..	1
Number of wooden bridges, (total length 95 feet,)..	3
Number of stone bridges	None.
Number of railroads crossed	1
Number of stations on main road	5
Number of wood and water stations on main road,	4
Value of real estate held by the company, exclusive of road way.....	Cannot say.
Number of tunnels	None.
How is track laid and on what foundation? Cross-ties on broken stone.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	None.
Number of miles run by freight trains	None.
Number of miles run by coal trains: No account kept.	
Number of through passengers for the year on main road.....	2,494
Number of passengers (all classes) carried in cars,	6,673
Number of tons of 2,000 pounds of through freight for the year on main road.....	434,285
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	436,009
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour:) No passenger trains.	
Average rate of speed adopted by express trains, including stops, (miles per hour:) No express trains.	
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	8
Weight of first class passenger engines	None.
Weight of freight engines: 2 of 15 tons, 1 of 25 tons, and 2 of 32 tons.	

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1867.....	504	June, 1868.....	511
December, 1867.....	531	July, 1868.....	534
January, 1868.....	477	August, 1868.....	739
February, 1868.....	450	September, 1868.....	740
March, 1868.....	540	October, 1868.....	595
April, 1868.....	586		
May, 1868.....	466	Total	6,673

The amount of freight, specifying the quantity in tons:

Anthracite coal.....	432,845	Other articles.....	3,164
Bituminous coal.....	None.		
Petroleum.....	None.	Total	436,009
Pig iron	None.		

The rate of fare for passengers charged for the respective classes, per mile, as follows :

For first class through passengers	4 cents.
For first class way passengers.....	4 cents.
For second class through passengers	None.
For second class way passengers	None.

The rate per ton (of 2,000 pounds) per mile charged for freight :

For through freight.....	5 cents.
For through coal.....	3 $\frac{2}{10}$ cents.
For local freight.....	7 cents.
For local coal	3 $\frac{2}{10}$ cents.

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including build- ings.....	\$40,576 15
Taxes on real estate.....	7,206 91
Total	47,783 06

Repairs of machinery :

Repairs of engines and tenders.....	\$2,708 34
Repairs of passenger and baggage cars	47 73
Repairs of tools and machinery in shops	585 07
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops	2,898 86
Total	6,240 00

Operating the road :

Office expenses, stationery, &c	\$186 74
Agents and clerks	1,487 90
Porters, watchmen and switch tenders	1,859 23
Conductors, baggage masters and brakemen.....	5,888 42
Engineers and firemen	7,004 14
Fuel and cost of preparing for use.....	5,541 47

Oil and waste for engines and tenders, passenger, baggage and freight cars	\$1,338 74
Loss and damage of goods and baggage	None.
Use of freight cars	None.
Shoveling snow	None.
Damage for injury of persons	100 00
Damage to property, including damage by fire and cattle killed on road	None.
General superintendence	2,500 00
Total	25,906 64

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders	None.
From sale of bonds	None.
From other sources	None.

RECEIPTS.

Months.	Passengers.	Freight.	Miscella- neous.	Total.
November, 1867	\$236 30	\$25,824 34	\$212 55	\$26,273 19
December, 1867	240 05	11,391 94	405 55	12,037 54
January, 1868	251 80	8,537 31	315 13	9,104 24
February, 1868	193 00	9,173 76	12 50	9,379 26
March, 1868	235 00	14,857 97	65 50	15,158 47
April, 1868	246 25	18,730 88	139 00	19,116 13
May, 1868	219 35	23,348 05	53 92	23,621 32
June, 1868	234 41	24,326 55	22 67	24,583 63
July, 1868	271 15	15,399 66	92 08	15,762 89
August, 1868	264 40	28,315 89	73 75	28,654 04
September, 1868	345 45	22,334 71	199 96	22,880 12
October, 1868	306 80	30,925 95	124 90	31,357 65
Total	3,043 96	233,167 01	1,717 51	237,928 48

Summary of payments:

For construction and equipment: Included in main- taining and operating.	
For maintaining and operating the road	\$79,929 70
For dividends	36,683 00
For interest	18,760 39
For miscellaneous	5,997 23
For rent	62,500 00

For State tax on capital stock and tonnage.....	\$6,452 78
For United States tax.....	6,110 43
Total	<u>216,433 53</u>

Cost of transportation:

Cost per passenger per mile, proximate average: No account kept.

Cost per ton freight per mile, proximate average: No account kept.

What express companies run on your road, and on what terms? Adams & Co. express; their business done by conductor of S. B. R. R. trains. No charge made by railroad company.

What transportation or freight companies run on your road, and on what terms? None.

ACCIDENTS.

KILLED—employees 1

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows:

January 17, 1868. At Wiconisco, Pa., Phillip Bellon, a brakeman, fell from a coal train; was run over by the cars and instantly killed.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
George P. Sanger	Boston, Mass.
George B. Upton	Boston, Mass.
Samuel H. Gookin	Boston, Mass.
Henry A. Peirce.....	Boston, Mass.
David D. Stackpole	Boston, Mass.
Samuel D. Crane.....	Boston, Mass.
Ebenezer T. Farrington.....	Boston, Mass.
George P. Sanger, President.....	Boston, Mass.
William B. Fowle, Secretary and Treasurer.....	Boston, Mass.
Warren E. Ray, Superintendent	Lykens, Pa.

(No. 87.)

T I O G A .

STATE OF NEW YORK, }
Steuben County, } ss:

Personally appeared F. N. Drake, president, and A. C. Stearns, treasurer, of the Tioga railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) F. N. DRAKE, *President.*
 A. C. STEARNS, *Treasurer.*

Sworn and subscribed before me, this }
 16th day of November, 1868. }

J. W. BROWN, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law, (with right to increase to \$1,000,000,).....	\$125,000 00
Amount of stock subscribed	124,950 00
Amount paid in as by last report.....	576,400 00
Total amount now paid in of capital stock	576,400 00
Funded debt, as per last report.....	250,500 00
Total amount now of funded debt.....	250,500 00
Floating debt, as by last report	35,000 00
The amount now of floating debt.....	None.
Total amount now of floating and funded debt....	250,500 00
Rate per cent. per annum of interest on funded debt,	7 per cent.
Date and rate per cent. per annum of dividend or dividends	None declared.
Number of shares of stock.....	11,528
Par value of each share	\$50 00
Amount of capital on which the respective dividends were declared: \$576,400 capital stock; no dividends.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$829,994 88	\$832,601 62
Equipment.....	255,180 58	285,827 00
Total cost.....	<u>1,085,175 46</u>	<u>1,118,428 62</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from State line, near Lawrenceville, to Morris Run	$30\frac{6}{10}$ miles.
Length of road laid.....	$30\frac{6}{10}$ “
Length of double track of road.....	None.
Length of sidings.....	$5\frac{4}{10}$ miles.
Gauge of road.....	6 feet.
Weight of rail per yard on main track.....	57 and 64 lbs.
Branch roads owned by the company and their length.....	None.
Roads worked or leased by the company, viz:	
Branch—Blossburg to Arnot, 4 miles. (This is the railroad of the “Bloss coal mining and railroad company,” and is leased to and operated by the Tioga railroad company. The receipts and expenses, as contained in this report, include this branch railroad.	
Number of engine houses and shops.....	5
Number of engines	10
Number of first class passenger cars, rated as eight wheel cars, (average cost of each, \$1,802 16,)...	4
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each, \$1,200,) ..	1
Number of freight cars, rated as eight wheel cars, (average cost of each, \$524 40,).....	32
Number of coal cars, rated as eight wheel cars, (average cost of each, \$508 84,).....	262 $\frac{1}{2}$.
Number of iron bridges	None.
Number of wooden bridges, (total length in feet, 494,)	14
Number of stone bridges	None.

Number of railroads crossed.....	None.
Number of stations on main road.....	12
Number of wood and water stations on main road,	5
Value of real estate held by the company, exclusive of road way.....	\$24,908 13
Number of tunnels.....	None.
How is track laid, and on what foundation? On oak, chestnut and hemlock ties, wrought iron chairs, gravel and loam.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by mixed trains.....	169,516
(No separate trains for passengers—freight and passenger cars run together.)	
Number of through passengers for the year on main road.....	4,037
Number of passengers (all classes) carried in cars..	73,298½
Number of tons of 2,000 lbs. of through freight for the year on main road.....	603,354
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	634,287
Average rate of speed adopted by ordinary mixed passenger trains, including stops, (miles per hour,)	13
Average rate of speed adopted by express trains, including stops.....	None.
Average rate of speed adopted by coal trains, in- cluding stops.....	10
Weight of first class passenger engines.....	25 tons.
Weight of freight engines.....	30 “

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1867.....	5,722½	June, 1868.....	6,385
December, 1867.....	5,703	July, 1868.....	6,859
January, 1868.....	4,443	August, 1868.....	7,093
February, 1868.....	4,770	September, 1868.....	7,562
March, 1868.....	5,370	October, 1868.....	7,153½
April, 1868.....	6,011½		
May, 1868.....	6,221	Total.....	73,298½

The amount of freight, specifying the quantity in tons:

Anthracite coal.....	776	Agricultural products	2, 130
Bituminous coal.....	598, 326	Merchandise.....	5, 432
Petroleum.....	None.	Manufactures	610
Pig iron.....	302	Live stock.....	None.
Railroad iron.....	284	Lumber	25, 446
Other iron or castings.....	44	Other articles	None.
Iron and other ores.....	222		
Lime and limestone.....	715	Total.....	634, 287

The rate of fare for passengers charged for the respective classes, per mile, as follows :

For first class through passengers	3½ cents.
For first class way passengers.....	3½ "
For second class through passengers.....	3½ "
For second class way passengers	3½ "

The rate per ton (of 2,000 pounds) per mile charged for freight:

For through freight.....	8 cents.
For through coal, (Morris Run to Lawrenceville,)..	2½ "
Special rate to Corning: 1½ cents per ton per mile, in quantities of 100,000 tons.	
For local freight.....	10 "
For local coal.....	5 "

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs or maintenance of way, including build- ings	\$71,640 30
Taxes on real estate.....	136 89
Total.....	71,777 19

Repairs of machinery:

Repairs of engines and tenders	\$14,361 00
Repairs of passenger and baggage cars	948 27
Repairs of freight cars	11,430 45

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Repairs of tools and machinery in shops	\$1,606 67
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops	4,180 30
Total	<u>32,526 69</u>

Operating the road:

Office expenses, stationery, &c	\$429 74
Agents and clerks	3,370 75
Labor—loading and unloading freight	Nothing.
Porters, watchmen and switch tenders	Nothing.
Operating company's telegraph line	794 15
Wood and water station attendance	Nothing.
Conductors, baggage masters and brakemen	15,008 11
Engineers and firemen	15,223 10
Fuel and cost of preparing for use	6,805 07
Oil and waste for engines and tenders, passenger, baggage and freight cars	5,277 84
Loss and damage of goods and baggage	60 74
Use of freight cars	2,860 10
Shoveling snow	Nothing.
Damage for injury of persons	30 00
Damage to property, including damage by fire and cattle killed on road	57 00
General superintendence	6,166 67
Contingencies	3,650 20
Total	<u>59,733 47</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

Nothing.

RECEIPTS.

Months.	Passengers.	Freight.	Mail	Use of cars.	Miscellaneous.	Total.
Nov., 1867....	\$1,464 09	\$21,797 77	.....	\$6,713 33	.....	\$29,975 19
Dec., 1867.....	1,368 37	9,742 34	\$562 50	2,091 44	\$258 50	14,023 15
Jan., 1868.....	1,137 68	4,686 82	.....	510 35	.....	6,334 85
Feb., 1868.....	1,198 08	5,937 66	.....	519 51	.....	7,655 25
March, 1868..	1,386 60	7,417 66	.....	1,302 45	282 25	10,388 96
April, 1868...	1,543 70	11,805 70	587 50	3,255 19	.....	17,192 09
May, 1868.....	1,433 69	26,514 07	.....	7,882 78	.....	35,830 54
June, 1868...	1,530 25	31,160 28	.....	9,188 29	253 03	42,131 85
July, 1868....	1,695 86	29,804 65	.....	9,486 99	.....	40,987 50
Aug., 1868...	1,626 83	30,610 55	587 50	10,390 68	.....	43,215 56
Sep., 1868....	1,880 89	32,314 89	.....	10,577 30	259 00	45,032 08
Oct., 1868.....	1,715 68	31,902 00	.....	10,675 66	.....	44,293 34
Total.....	17,981 72	243,694 39	1,737 50	72,593 97	1,052 78	337,060 36

Summary of payments:

For construction and equipment.....	\$33,253 16
For maintaining and operating the road.....	164,037 35
For dividends	1,044 00
For interest.....	19,930 01
For miscellaneous	103,440 23
For State tax on capital stock and tonnage, &c....	5,080 34
For United States tax.....	1,981 68
Total	<u>328,766 77</u>

Cost of transportation:

Cost per passenger per mile, proximate average, and cost per ton freight per mile, proximate average: Impossible to tell, as both are run together.

What express companies run on your road, and on what terms? United States express company, and pay first class rates of freight on weight transported.

What transportation or freight companies run on your road, and on what terms? None.

ACCIDENTS.

	Killed.	Injured.
Others	<u>1</u>	<u>1</u>

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows :

1868.

June 26. Peter Davy, aged 63, approached too near the track at Blossburg, was struck by an engine passing; died in three hours.

July 24. Charles Logan, aged 12, fell in attempting to get on coal car in motion, at Morris Run; one foot amputated.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address
F. N. Drake.....	Corning, N. Y.
John Arnot.....	Elmira, N. Y.
S. T. Arnot.....	Elmira, N. Y.
Lorenzo Webber.....	Elmira, N. Y.
Constant Cook.....	Bath, N. Y.
H. H. Cook.....	Bath, N. Y.
F. C. Divinny.....	Addison, N. Y.
M. P. Bush.....	Buffalo, N. Y.
Henry Sherwood.....	Corning, N. Y.
Coffin Colket.....	Philadelphia, Pa.
L. H. Shattuck.....	Blossburg, Pa.
A. C. Stearns.....	Corning, N. Y.
F. N. Drake, President.....	Corning, N. Y.
A. C. Stearns, Secretary.....	Corning, N. Y.
A. C. Stearns, Treasurer.....	Corning, N. Y.
L. H. Shattuck, Superintendent.....	Blossburg, Pa.

(No. 88.)

TYRONE AND CLEARFIELD.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared J. Edgar Thomson, president, and Thomas T. Firth, treasurer, of the Tyrone and Clearfield railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) J. EDGAR THOMSON, *President.*
 THOS. T. FIRTH, *Treasurer.*

Sworn, affirmed and subscribed before }
 me, this 9th day of December, 1868. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$1,000,000 00
Amount of stock subscribed	510,000 00
Total amount now paid in of capital stock	510,000 00
Date and rate per cent. per annum of dividend or dividends	None.
Number of shares of stock	10,200
Par value of each share	\$50 00

COST OF ROAD AND EQUIPMENT.

The road is leased and operated by the Pennsylvania railroad company.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Bald Eagle Valley intersection to Clearfield	41 miles.
Length of road laid	37 $\frac{5}{10}$ "
Length of double track of road	None.
Length of sidings	8 $\frac{1}{2}$ miles.
Gauge of road	4 ft. 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track	45, 56 and 64 lbs

Branch roads owned by the company and their length, viz: Osceola, Decatur and Moshannon branch, $5\frac{1}{3}$ miles; Philipsburg, $3\frac{1}{2}$.

Number of iron bridges	None.
Number of wooden bridges, (total length in feet, 1,576,)	17
Number of stone bridges	None.
Number of railroads crossed	None.
Number of stations on main road.....	3
Number of wood and water stations on main road,	9
Value of real estate held by the company, exclusive of road way.....	\$10,000 00
Number of tunnels.....	None.
How is track laid, and on what foundation? Part with Lamborn joint; part double lipped chair; on cross-ties bedded in broken stone.	

(No. 89.)

WEST CHESTER.

STATE OF PENNSYLVANIA, }
Chester County, } ss:

Personally appeared Marshall B. Hickman, president, and Thos. H. Hall, treasurer, of the West Chester railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) M. B. HICKMAN, *President.*
THOS. H. HALL, *Treasurer.*

Affirmed and subscribed before me, }
this 26th day of November, 1868. }

WM. WHITEHEAD, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$165,000 00
Amount of stock subscribed	165,000 00
Amount paid in as by last report.....	165,000 00
Total amount now paid in of capital stock	165,000 00
Funded debt as per last report	None.
Total amount now of funded debt.....	None.
Floating debt, as by last report	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt....	None.
Date and rate per cent. per annum of dividend or dividends	None.
Number of shares of stock.....	3,300
Par value of each share.....	\$50 00
Amount of capital on which the respective divi- dends were declared.....	No dividends.

CHARACTERISTICS OF ROAD.

Length of main line of road, from West Chester to W. C. intersection	9 miles
Length of road laid.....	9 “

Length of double track of road.....	None.
Length of sidings, about.....	$\frac{1}{2}$ mile.
Gauge of road.....	4 ft. 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track.....	50 pounds.
Branch roads owned by the company.....	None.
Number of engine houses and shops.....	<u>2</u>

The West Chester railroad is leased to the West Chester and Philadelphia railroad company, and questions not answered in this will be included in their report.

NAMES AND RESIDENCE OF OFFICERS.

Managers.	Post office address.
M. B. Hickman.....	West Chester, Pa.
William Apple.....	West Chester, Pa.
Mark Willcox.....	Philadelphia.
Dennis B Kelley.....	Kelleyville, Pa.
Samuel Riddle.....	Glen Riddle, Delaware co., Pa.
Michael Malone.....	Lancaster, Pa.
Marshall B. Hickman, President.....	West Chester, Pa.
Thos. H. Hall, Secretary and Treasurer.....	West Chester, Pa.
Henry Wood, Superintendent.....	Media, Delaware co., Pa.
Vacancy, caused by the death of David Meconkey, not yet filled.	

(No. 90.)

WEST CHESTER AND PHILADELPHIA.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared M. B. Hickman, president, and Wm. McCulloch, treasurer, of the West Chester and Philadelphia railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) M. B. HICKMAN, *President.*
 WM. McCULLOUGH, *Treasurer.*

Sworn and subscribed before me, this }
 7th day of November, 1868. }

WM. WHITEHEAD, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$1,600,000 00
Amount of stock subscribed: 11,142 common; 6,588 preferred.	
Amount paid in as by last report	684,035 83
Total amount now paid in of capital stock	684,035 83
Funded debt, as per last report	982,600 00
Total amount now of funded debt	959,600 00
Floating debt, as by last report	133,965 80
The amount now of floating debt	111,199 00
Total amount now of floating and funded debt . . .	1,070,799 00
Rate per cent. per annum of interest on funded debt,	7½ per cent.
Date and rate per cent. per annum of dividend or dividends	None.
Number of shares of stock: Common, 7,886; preferred, 5,795.	
Par value of each share	\$50 00
Amount of capital on which the respective dividends were declared	<u>None.</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$1,390,887 93	\$1,403,176 16
Equipment.....	180,692 84	223,490 80
	<hr/>	<hr/>
Total cost	1,571,580 77	1,626,666 96
	<hr/>	<hr/>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Philadelphia to West Chester.....	26.5 miles.
Length of road laid.....	26.5 "
Length of double track of road.....	None.
Length of sidings, about	5 miles.
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	50, 60 and 65 lbs.
Branch roads owned by the company and their length.....	None.
Roads worked or leased by the company, viz: West Chester railroad, from West Chester to intersection of Pennsylvania railroad	9
Number of engine houses and shops.....	2
Number of engines: 9 owned; 1 leased.....	10
Number of first class passenger cars, rated as eight wheel cars, (average cost of each, \$3,000.).....	17
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each, \$1,750,)	4
Number of freight cars, rated as eight wheel cars, (average cost of each, \$650,)	50
Number of coal cars, (rated as eight wheel cars,)..	None.
Number of iron bridges, (total length in feet, 200,)	5
Number of wooden bridges, (total length in feet, about 2,800,)	16
Number of stone bridges	None.
Number of railroads crossed: One at grade; the Junction railroad.	
Number of stations on main road	22
Number of wood and water stations on main road,	3

Value of real estate held by the company, exclusive of road way.....	\$10,000 00
Number of tunnels.....	None.
How is track laid, and on what foundation? About two-thirds stone; balance earth and gravel.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	128,673
Number of miles run by freight trains.....	39,307
Number of miles run by other trains.....	6,740
Number of through passengers for the year on main road.....	79,172
Number of passengers (all classes) carried in cars,	658,636
Number of tons of 2,000 lbs. of through freight for the year on main road.....	16,112
Gross amount of tonnage for the year, (2,000 pounds per ton,).....	118,417
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)....	16
Average rate of speed adopted by express trains, including stops.....	20
Average rate of speed adopted by freight trains, including stops.....	8
Weight of first class passenger engines.....	18 tons.
Weight of freight engines.....	24 "

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1867.....	47,136	June, 1868.....	77,035
December, 1867.....	41,461	July, 1868.....	62,840
January, 1868.....	42,467	August, 1868.....	72,903
February, 1868.....	38,086	September, 1868.....	73,931
March, 1868.....	44,371	October, 1868.....	55,917
April, 1868.....	52,532		
May, 1868.....	49,957	Total.....	658,636

The amount of freight, specifying the quantity in tons:

Anthracite coal.....	40,717	Manufactures.....	15,000
Lime and limestone.....	21,700	Live stock.....	9,000
Agricultural products.....	15,000		
Merchandise.....	17,000	Total.....	118,417

The rate of fare for passengers charged for the respective classes, per mile, as follows:

For first class through passengers.....	3 $\frac{1}{7}$ cents.
For first class way passengers.....	3 $\frac{1}{2}$ “
For second class through passengers.....	None.
For second class way passengers	None.

The rate per ton (of 2,000 pounds) per mile charged for freight:

For through freight, (including teaming and delivery,)	10 cents.
For through coal	3 $\frac{1}{8}$ “
For local freight.....	11 “
For local coal	4 “

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO,	
		Pass. transportation.	Freight transportation.
Repairs or maintenance of way, including buildings.....	\$73,459 14	\$58,767 31	\$14,691 83
Taxes on real estate	4,752 45	3,801 96	950 49
Total.....	78,211 59	62,569 27	15,642 32
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$15,962 09	\$12,769 67	\$3,192 42
Repairs of passenger, freight and baggage cars.....	9,822 39	7,857 91	1,964 48
Repairs of tools and machinery in shops.....	291 29	233 03	58 26
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	3,674 85	2,939 88	734 97
Total.....	29,750 62	23,800 49	5,950 13
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$3,899 76	\$2,916 69	\$983 07
Agents and clerks.....	6,772 43	2,860 47	3,911 96
Labor—loading and unloading freight.....	2,985 68	.....	2,985 68
Porters, watchmen and switch tenders.....	2,935 68	.....	587 35
Conductors, baggage masters and brakemen.....	2,936 77	2,349 42	3,930 68
Engineers and firemen.....	10,816 22	6,885 54	2,167 55
Fuel, and cost of preparing for use.....	10,837 76	8,670 21	2,139 57
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	10,697 85	8,558 28	550 12
Loss and damage of goods and baggage.....	2,750 59	2,200 47	878 28
Use of freight cars, teaming and tolls.....	878 28	.....	4,111 24
Shoveling snow	4,111 24	.....	.....
Damage to property, including damage by fire and cattle killed on road, repairs of water stations, engine house and turn tables.....	532 02	532 02	.....
General superintendence and salaries.....	1,105 01	884 01	221 00
Contingencies and incidental expenses.....	5,100 00	4,080 00	1,020 00
West Chester railroad expenses.....	6,309 19	4,826 82	1,482 37
Total.....	8,785 94	7,028 75	1,757 19
Total.....	78,518 74	51,792 68	26,726 03

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders.....	None.
From sale of bonds	None.
From other sources	<u>None.</u>

RECEIPTS.

Months.	Passeng'rs.	Freight.	Mail and express.	Miscella- neous.	Total.
November, 1867.....	\$16,922 44	\$11,588 64	\$657 80	\$574 13	\$29,743 01
December, 1867.....	15,077 23	9,193 42	16 46	374 19	24,661 30
January, 1868.....	13,709 40	8,622 89	.....	762 83	23,095 12
February, 1868.....	12,078 85	8,317 32	.....	797 90	21,194 07
March, 1868.....	13,955 48	8,310 85	.....	464 08	22,730 41
April, 1868.....	17,198 03	11,244 44	239 99	284 10	28,966 56
May, 1868.....	16,702 04	11,033 04	59 62	992 23	28,786 93
June, 1868.....	23,127 26	11,154 72	.....	529 86	34,811 84
July, 1868.....	21,155 74	11,022 41	.....	566 40	32,744 55
August, 1868.....	25,104 43	10,891 90	502 09	720 27	37,218 69
September, 1868.....	21,298 22	11,096 65	535 29	738 90	33,669 06
October, 1868.....	18,932 31	12,682 44	197 04	697 68	32,509 47
Total	215,261 43	125,158 72	2,208 29	7,502 57	350,131 01

Summary of payments:

For construction and equipment.....	\$29,485 09
For maintaining and operating the road.....	291,803 55
For dividends	None.
For interest.	64,726 86
For miscellaneous.....	45,176 63
For surplus funds.....	None.
For State tax on capital stock and tonnage.....	1,686 79
For United States tax.....	6,910 12
Total	<u>339,789 04</u>

Total amount of surplus fund..... None.

Cost of transportation:

What express companies run on your road, and on what terms?
Adams express company; stipulated sum per year.

What transportation or freight companies run on your road,
and on what terms? None.

ACCIDENTS.

KILLED—Others..... 1

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows :

April 15, 1868 Anthony Taylor, an aged man, was killed in the passenger depot at West Chester ; being crushed between the platform and the train then backing into the depot ; entirely his own fault.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
M. B. Hickman.....	West Chester, Pa.
Wm. Apple.....	West Chester, Pa.
John Benington.....	Glen Mills, Pa.
Samuel Riddle	Glen Riddle, Pa.
Dennis B. Kelly.....	Kellyville, Pa.
Mark Willeox.....	Philadelphia, Pa.
J. Edward Farnun.....	Philadelphia, Pa.
Edward Hoopes	Philadelphia, Pa.
Samuel R. Shipley	Philadelphia, Pa.
Michael Malone.	Lancaster, Pa.
M. B. Hickman.....	President.
A. Lewis Smith	Secretary.
Wm. M'Cullough	Treasurer.
Henry Wood.....	Superintendent.

(No. 91.)

WESTERN PENNSYLVANIA.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared J. Edgar Thomson, president, and Joseph Lesley, treasurer, of the Western Pennsylvania railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) J. EDGAR THOMSON, *President.*

JOS. LESLEY, *Treasurer.*

Sworn and subscribed before me, this }
 8th day of December, 1868. }

W. W. DOUGHERTY, *Alderman.*

This road is leased by the Pennsylvania railroad company.

STOCK AND DEBT.

Capital stock as authorized by law	\$3,000,000 00
Amount of stock subscribed	822,450 00
Amount paid in as by last report	1,022,450 00
Total amount now paid in of capital stock	1,022,450 00
Funded debt, as per last report	1,283,600 00
Total amount now of funded debt	1,800,000 00
Floating debt, as by last report	630,918 73
The amount now of floating debt	324,381 30
Total amount now of floating and funded debt. . . .	2,124,381 30
Rate per cent. per annum of interest on funded debt,	6 per cent.
Date and rate per cent. per annum of dividend or dividends	No dividends.
Number of shares of stock	20,449
Par value of each share	\$50 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$2,876,329 56	\$3,049,056 69

CHARACTERISTICS OF ROAD.

Length of main line of road, from Blairsville to Tarentum.....	42 $\frac{4}{10}$ miles.
Length of road laid.....	63 $\frac{7}{10}$ miles.
Length of sidings.....	12 $\frac{5}{10}$ miles.
Gauge of road.....	4.71 feet.
Weight of rail per yard on main track	56 lbs.
Branch roads owned by the company, and their length, viz: Tarentum to Allegheny city.....	21 $\frac{3}{10}$ miles.
Roads worked or leased by the company.....	None.
Number of engine houses and shops: 5 engine houses and 1 car shop.	
Number of wooden bridges, (total length in feet, 5,554 $\frac{1}{2}$,)	19
Number of stone bridges	None.
Number of railroads crossed	2, at grade.
Number of stations on main road	23
Number of wood and water stations on main road: 2 wood stations and 9 water stations.	
Value of real estate held by the company, exclusive of road way	\$56,152 $\frac{39}{100}$
Number of tunnels, (length of each 1,425 and 600 feet,)	2
How is track laid, and on what foundation? On oak cross-ties, on broken stone and gravel ballast.	

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
J. Edgar Thomson	Philadelphia.
Samuel T. Bodine.....	Philadelphia.
Josiah Bacon.....	Philadelphia.
H. J. Lombaert	Philadelphia.
Wistar Morris	Philadelphia.
J. Edgar Thomson, President.....	238 South Third st., Philadelphia.
Joseph Lesley, Sec'y and Treas.	238 South Third st., Philadelphia.
Robert Pitcairn, Superintendent.....	Pittsburg, Pa.

(No. 92.)

WILMINGTON AND READING.

STATE OF PENNSYLVANIA, }
Chester County, } ss:

Personally appeared Hugh E. Steele, president, and William S. Hilles, treasurer, of the Wilmington and Reading railroad company, and in due form of law affirmed, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) HUGH E. STEELE, *President.*
 W. S. HILLES, *Treasurer.*

Affirmed and subscribed before me, this }
 24th day of November, 1868. }

H. G. THOMAS, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$800,000 00
Amount of stock subscribed	800,000 00
Total amount now paid in of capital stock.....	413,290 00
Total amount now of funded debt	68,200 00
Rate per cent. per annum of interest on funded debt,	7 per cent.
Number of shares of stock: Certificates not yet issued.	

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Hugh E. Steele.....	Coatesville, Pa.
Dr. Chas. Huston.....	Coatesville, Pa.
C. E. Pennock.....	Coatesville, Pa.
J. L. Pennock.....	Coatesville, Pa.
S. B. Worth.....	Coatesville, Pa.
Geo. Brooke.....	Budsboro', Pa.
Hiester Clymer.....	Reading, Pa.
Edward Betts.....	Wilmington, Del.
Joseph Tatnall.....	Wilmington, Del.
E. I. Dupont.....	Wilmington, Del.
Victor Dupont.....	Wilmington, Del.
E. C. Stotsenburg.....	Wilmington, Del.
Chas. Warner.....	Wilmington, Del.
Hugh E. Steele, President.....	Coatesville, Chester co., Pa.
Wm. S. Hilles, Secretary and Treasurer.....	Wilmington, Del.

(No. 93.)

WRIGHTSVILLE, YORK AND GETTYSBURG.

[Northern Central railway lessee.]

STATE OF MARYLAND, }
Baltimore City, } ss:

Personally appeared J. D. Cameron, president, and J. S. Leib, treasurer, of the Wrightsville, York and Gettysburg railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) J. D. CAMERON, *President.*
 J. S. LEIB, *Treasurer.*

Sworn and subscribed before me, this }
 12th day of February, 1869. }

JOHN T. GORSUCH, *J. P.*

STOCK AND DEBT.

Amount of stock as authorized by law.....	\$1,500,000 00
Amount of stock subscribed.....	317,050 00
Amount paid in as by last report.....	317,050 00
Total amount now paid in of capital stock.....	317,050 00
Funded debt, as per last report.....	52,000 00
Floating debt, as by last report.....	24,332 61
The amount now of floating debt.....	76,484 79
Date and rate per cent. per annum of dividend or dividends.....	None.
Number of shares of stock.....	6,341
Par value of each share	\$50 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$393,230 43	\$393,534 79
Equipment.....	None.	None.
Total cost.....	393,230 43	393,534 79

CHARACTERISTICS OF ROAD.

Length of main line of road, from York, Pa., to Wrightsville, Pa.....	13 miles.
Length of road laid.....	13 “
Length of double track of road.....	None.
Length of sidings.....	1 mile.
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	56 pounds.
Branch roads owned by the company.....	None.
Roads worked or leased by the company.....	None.
Number of engine houses and shops.....	None.
Number of engines: This road is stocked with engines and cars of the Northern Central railway.	
Number of iron bridges.....	None.
Number of wooden bridges, (total length in feet, 1,368.)	
Number of stone bridges.....	None.
Number of railroads crossed.....	None.
Number of stations on main road	5
Number of wood and water stations on main road,	1
How is track laid, and on what foundation? Earth bed and cross-ties.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	8,164
Number of miles run by freight trains.....	16,378
Number of through passengers for the year on main road.....	18,204
Number of passengers (all classes) carried in cars,	34,873
Number of tons of 2,000 lbs. of through freight for the year on main road.....	55,662
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	68,080

The amount of freight, specifying the quantity in tons:

Anthracite and bituminous coal...	7,741	Agricultural products.....	1,012
Petroleum.....	19	Merchandize	827
Pig iron.....	2,463	Manufactures	207
Railroad iron.....	184	Live stock.....	6
Other iron or castings.....	265	Lumber	11,222
Iron and other ores.....	41,476	Other articles.....	1,332
Lime and limestone.....	1,326		
		Total.....	<u>68,080</u>

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Pass. transportation.	Freight transportation.
Repairs or maintenance of way, including buildings.....	\$17,676 11	\$7,070 44	\$10,605 67
Total.....	17,676 11	7,070 44	10,605 67
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$1,366 86	\$546 74	\$820 12
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	3,441 62	1,376 65	2,064 97
Total.....	4,808 48	1,923 39	2,885 09
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$667 96	\$267 18	\$400 78
Agents and clerks.....	780 00	312 00	468 00
Wood and water station attendance.....	68 33	27 33	41 00
Conductors, baggage masters and brakemen.....	1,680 00	768 00	912 00
Engineers and firemen.....	1,588 80	529 23	1,059 57
Fuel, and cost of preparing for use.....	1,731 68	692 67	1,039 01
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	307 07	122 83	184 24
Tax on tonnage.....	961 08	.....	961 08
Tax on gross receipts.....	265 96	53 22	212 74
Contingencies.....	5,834 84	2,333 94	3,500 90
Total.....	13,885 72	5,106 40	8,779 32

RECEIPTS.

[*Year ending December 31, 1868.*]

From passengers	\$12,665 34
From freight	30,448 24
From mail	675 00
Total.....	<u>43,788 58</u>

Summary of payments :

For maintaining and operating the road.....	\$36,370 31
For State tax on capital tax	152 18
Total.....	<u>36,522 49</u>

ACCIDENTS.

None.

NAMES AND RESIDENCE OF OFFICERS.

This road is controlled by the directors and officers of the Northern Central railway.

(No. 94.)

WYOMING GRAVITY.

STATE OF PENNSYLVANIA, } ss:
Luzerne County,

Personally appeared John C. Phelps, president, and John Peters, treasurer, of the Wyoming Gravity railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) JOHN C. PHELPS, *President.*
 J. PETERS, *Treasurer.*

Sworn and subscribed before me, this }
 2d day of December, 1868. }

S. D. LEWIS, *J. P.*

In reply to the interrogatories submitted, I have to state that no work has been done on this road, except to survey and locate certain portions.

J. PETERS, *Treasurer.*

STOCK AND DEBT.

Capital stock as authorized by law	\$2,500,000 00
Amount of stock subscribed, (shares,).....	18,760
Amount paid in as by last report.....	18,760 00
Total amount now paid in of capital stock	18,760 00
Funded debt, as per last report.....	None.
Total amount now of funded debt.....	None.
Floating debt, as by last report.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt....	None.
Number of shares of stock	50,000
Par value of each share	50 00

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
John C. Phelps.....	Wilkesbarre, Pa.
Ziba Bennett.....	Wilkesbarre, Pa.
Washington Lee, Jr.....	Wilkesbarre, Pa.
A. T. M'Clintock.....	Wilkesbarre, Pa.
George S. Bennett.....	Wilkesbarre, Pa.
John Brisbin.....	Scranton, Pa.
James Archbald.....	Scranton, Pa.
John J. Phelps.....	New York city.
Moses Taylor.....	New York city.
William E. Dodge.....	New York city.
George Bliss.....	New York city.
Joseph J. Albright.....	Scranton, Pa.
Elisha Phinney.....	Scranton, Pa.
John C. Phelps, President.....	Wilkesbarre, Pa.
John Peters, Secretary and Treasurer.	
No Superintendent.	

(No. 95.)

ZERBE VALLEY.

STATE OF PENNSYLVANIA, }
 _____ County, } ss:

Personally appeared Chas. E. Smith, president, and Samuel Bradford, treasurer, of the Zerbe Valley railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) CHARLES E. SMITH, *President*.
 S. BRADFORD, *Treasurer*.

Sworn, affirmed and subscribed before }
 me, this 6th day of January, 1869. }

W. W. DOUGHERTY, *Alderman*.

This road is owned and operated by the Philadelphia and Reading railroad company, and will be included in their return.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
A. E. Borie.....	Philadelphia.
H. P. M'Kean.....	Philadelphia.
R. B. Cabeen.....	Philadelphia.
J. B. Lippincott..	Philadelphia.
Jno. Ashhurst.....	Philadelphia.
S. Colwell.....	Philadelphia.
Chas. E. Smith, President.....	Philadelphia, Pa.
Albert Foster, Secretary.....	Philadelphia, Pa.
Samuel Bradford, Treasurer.....	Philadelphia, Pa.
E. C. Hanna, Superintendent.....	Trevorton, Pa.

(No. 96.)

CONNECTING.

[As the same is worked by the Philadelphia and Trenton R. R. Co.]

STATE OF PENNSYLVANIA, } ss:
Philadelphia County,

Personally appeared F. Wolcott Jackson, general superintendent, and J. Parker Norris, treasurer, of the Philadelphia and Trenton railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) J. PARKER NORRIS, *Treasurer.*

Sworn and subscribed before me, this }
 16th day of February, 1869. }

W. W. DOUGHERTY, *Alderman.*

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains: Cannot say, as equipment is hired.	
Number of miles run by freight and coal trains: Cannot say, as only tolls are paid.	
Number of through passengers for the year on main road, (included in return of the Philadelphia and Trenton railroad company,).....	429,457
Number of passengers (all classes) carried in cars, (included in return of the Philadelphia and Trenton railroad company,)	429,457
Number of tons of 2,000 lbs. of through freight for the year on main road, (included in return of Philadelphia and Trenton railroad company,)...	257,718
Gross amount of tonnage for the year, (2,000 lbs. per ton,) (included in return of Philadelphia and Trenton railroad company,).....	257,718
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)....	20

Average rate of speed adopted by express trains, including stops.....	25
Average rate of speed adopted by freight trains, in- cluding stops: Cannot say, as only tolls are paid.	
Weight of first class passenger and freight engines: Cannot say, as only tolls are paid.	

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

	1st Class.	Emigrant.
November, 1867.....	31, 825	
December, 1867.....	27, 010	
January, 1868.....	28, 381.2	
February, 1868.....	27, 414.2	
March, 1868.....	32, 603	
April, 1868.....	33, 250	
May, 1868.....	33, 802	
June, 1868.....	34, 741.2	2, 566
July, 1868.....	47, 642	1, 522
August, 1868.....	36, 693	1, 254
September, 1868.....	45, 085.2	1, 291
October, 1868.....	43, 100	1, 276
Total.....	421, 548	7, 909
Grand total.....	429, 457	

The amount of freight, specifying the quantity in tons :

Cannot say, as tolls only are paid.

The rate of fare for passengers charged for the respective classes, per mile, as follows :

For first class through passengers	3 cents.
For first class way passengers.....	3 "
For second class through passengers.....	2 "
For second class way passengers	None.

The rate per ton (of 2,000 lbs.) per mile charged for freight:

Cannot say, as tolls only are paid.

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

Reference is made to return of Connecting railway company.

RECEIPTS.

Included in return of Philadelphia and Trenton Railroad company.

Months.	Passengers.	Freight.	Total.
November, 1867	\$7,956 25	.....	.....
December, 1867.....	6,752 50	\$2,983 36	.....
January, 1868	7,095 25	2,205 60	.....
February, 1868	6,853 50	2,198 40	.....
March, 1868	8,150 75	2,110 16	.....
April, 1868	8,312 50	2,011 76	.....
May, 1868	8,450 50	1,284 80	.....
June, 1868	9,121 47	1,274 88	.....
July, 1868	12,169 24	1,110 16	.....
August, 1868	9,386 43	1,616 24	.....
September, 1868.....	11,490 72	1,816 64	.....
October, 1868	10,991 92	2,005 44	.....
Total	106,731 03	20,617 44	\$127,348 47

Summary of payments:

For construction and equipment, (actual payments,)	\$27,094 45
For maintaining and operating the road, (actual payments,).....	56,782 44
For dividends, interest, miscellaneous, surplus funds, State tax on capital stock and tonnage and United States tax: Reference is made to return of Connecting railway company.	

Cost of transportation:

Cost per passenger per mile and per ton freight per mile, proximate average: Cannot say, not having made the calculation.

What express companies run on your road, and on what terms? Included in Philadelphia and Trenton railroad return.

ACCIDENTS.

Included in return Philadelphia and Trenton railroad company.

NAMES AND RESIDENCE OF OFFICERS.

Answered by the Connecting railway company.

(No. 97.)

ELMIRA AND WILLIAMSPORT.

[Northern Central railway company lessee.]

STATE OF MARYLAND, }
Baltimore City, } ss:

Personally appeared J. D. Cameron, president, and J. S. Leib, treasurer, of the Northern Central railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) J. D. CAMERON, *President.*
 J. S. LEIB, *Treasurer.*

Sworn and subscribed before me, this }
 12th day of February, 1869. }

JOHN T. GORSUCH, *J. P.*

CHARACTERISTICS OF ROAD.

Length of main line of road, from Williamsport, Pa., to Elmira, N. Y	78 miles.
Length of road laid.....	78 "
Length of double track of road	None.
Length of sidings.....	13 miles.
Gauge of road	4 ft. 8½ in.
Weight of rail per yard on main track.....	56 pounds.
Branch roads owned by the company and their length.....	None.
Roads worked or leased by the company	None.
Number of engine houses and shops.....	3
Number of engines: This road is stocked with engines and cars by the Northern Central railway company.	
Number of iron bridges	None.
Number of wooden bridges, (total length in feet, 4,062,)	27
Number of stone bridges	None.
Number of railroads crossed	None.

Number of tunnels	None.
How is track laid and on what foundation? Earth bed and cross-ties.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	99,016
Number of miles run by freight and coal trains...	269,797
Number of miles run by ballast trains	16,689
Number of through passengers for the year on main road.....	31,815
Number of passengers (all classes) carried in cars,	96,421
Number of tons of 2,000 lbs. of through freight for the year on main road.....	236,699
Gross amount of tonnage for the year (2,000 lbs. per ton,)	271,649
Average rate of speed adopted by ordinary pas- senger trains, including stops, (miles per hour,)	20
Average rate of speed adopted by express trains, including stops.....	28
Average rate of speed adopted by freight trains, in- cluding stops.....	10

The amount of freight, specifying the quantity in tons:

Anthracite and bituminous coal, 147,487	Merchandise	11,475
Petroleum 135	Manufactures	9,315
Pig iron..... 6,366	Live stock.....	1,548
Railroad iron..... 397	Lumber	23,045
Other iron or castings..... 4,718	Other articles	8,220
Iron and other ores..... 1,590		
Lime and limestone..... 1,314	Total	271,649
Agricultural products 56,039		

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.		ALLOTTED TO	
	AMOUNT.	Pass. transportation.	Freight transportation.
Repairs or maintenance of way, including buildings.....	\$110, 185 07	\$44, 074 03	\$66, 111 04
Taxes on real estate.....	1, 985 33	794 13	1, 191 20
Total	112, 170 40	44, 868 16	67, 302 24
REPAIRS OF MACHINERY.			
Repairs of engines and tenders	\$43, 393 74	\$17, 357 50	\$26, 036 24
Repairs of passenger and baggage cars.....	3, 252 69	3, 252 69	.....
Repairs of freight cars.....	8, 478 79	.....	8, 478 79
Repairs of tools and machinery in shops	2, 331 53	932 61	1, 398 92
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	38, 477 72	15, 391 09	23, 086 63
Total.....	95, 934 47	36, 933 89	59, 000 58
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$13, 143 36	\$5, 257 34	\$7, 886 02
Agents and clerks.....	8, 934 21	3, 573 68	5, 360 53
Labor—loading and unloading freight.....	3, 015 64	1, 206 26	1, 809 38
Porters, watchmen and switch tenders.....	576 24	230 50	345 74
Wood and water station attendance.....	486 92	194 77	292 15
Conductors, baggage masters and brakemen	26, 777 71	7, 448 41	19, 329 30
Engineers, and firemen	22, 978 43	4, 172 03	18, 806 40
Fuel and cost of preparing for use	64, 174 56	25, 669 82	38, 504 74
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	5, 615 06	2, 246 02	3, 369 04
Loss and damage of goods and baggage.....	2, 006 29	.....	2, 006 29
Tax on tonnage.....	1, 050 98	.....	1, 050 98
Tax on gross receipts.....	2, 837 53	582 22	2, 255 31
Damage for injury of persons.....	232 39	232 39	.....
General superintendence.....	3, 774 89	1, 509 90	2, 264 99
Contingencies	69, 526 28	27, 810 51	41, 715 77
Total.....	225, 130 49	80, 133 85	144, 996 64

27 RAILROAD REP.

RECEIPTS.

[Year ending December 31, 1868.]

From passengers.....	\$130,198 10
From freight.....	367,317 43
From mail.....	11,550 00
From express.....	17,166 52
From miscellaneous.....	2,394 34
Total.....	<u>528,626 39</u>

Summary of payments:

For maintaining and operating the road.....	\$433,235 36
For dividends, interest, miscellaneous and rent ...	165,000 00
Total.....	<u>598,235 36</u>

ACCIDENTS.

None.

NAMES AND RESIDENCE OF OFFICERS.

This road is controlled by the board of directors and officers of the Northern Central railway company.

PASSENGER RAILWAY REPORTS.

PASSENGER RAILWAY REPORTS.

(No. 98.)
ALLENTOWN.

STATE OF PENNSYLVANIA, } ss:
Lehigh County,

Personally appeared Samuel Lewis, president, and J. F. Newhard, treasurer, of the Allentown Passenger railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) SAM'L LEWIS, *President.*
J. F. NEWHARD, *Treasurer.*

Sworn and subscribed before me, this }
28th day of November, 1868. }

THOS. O. GINKINGER, *N. P.*

NOTE.—The company commenced operations on the 25th of May, 1868, and the within statement is made up to the 14th of November, 1868, inclusive.

STOCK AND DEBT.

Capital stock.....	\$31,500 00
Capital stock subscribed.....	31,500 00
Capital stock paid in.....	29,813 75
Floating debt	12,191 55
Number of shares of stock	315
Par value of each share	<u>\$100 00</u>

COST OF ROAD AND EQUIPMENT.

Construction	\$21,351 14
Equipment	6,322 58
Total	<u><u>27,673 72</u></u>

CHARACTERISTICS OF ROAD.

Length of road laid, about	3 $\frac{1}{4}$ miles.
Length of double track : None except two turnouts and siding in car house.	
Gauge of road.....	4 feet 8 $\frac{1}{2}$ in.
Weight of rail per yard	19 pounds.
Number of car houses, shops and stables : One car house, one stable.	
Number of first class passenger cars, (two horses,)	5
Average value of each	\$1,000 00
Number of passengers that may be seated in each car, about.....	30
Number of other cars	None.
Number of horses owned by the company	12
Average value of each, including harness	\$170 00
Value of real estate held, exclusive of roadway ...	15,632 56
Average weight in pounds of passenger cars, exclu- sive of passengers and baggage, about.....	3,500
How is track laid and on what foundation? On string pieces and cross-ties, with cinder foundation.	

Describe the route of your road in detail, giving the streets occupied and connections with other roads: Starting on Hamilton street, near Ninth; thence down Hamilton to Fifth, down Fifth to Walnut, down Walnut to Fourth, down Fourth to Hamilton; thence along said street to the Lehigh and Susquehanna railroad depot, crossing the Jordan and Lehigh bridges and L. V. railroad track; another branch of the road branching off at Second street; thence along said street south, to the Lehigh Valley railroad depot. The main trunk of the road being continued on Second street north to Linden, along Linden to Ridge avenue, up Ridge avenue to Gordon, down Gordon to Front, and up Front to the terminus of the road, at the Allentown furnace.

DOINGS OF THE YEAR IN TRANSPORTATION OF PASSENGERS.

Number of passengers (all classes) carried in cars : No record kept.	
Average rate of speed, including stoppages, (miles per hour,).....	<u>5</u>

Expenses of operating the road:

Total.....	\$3,680 77
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RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders	\$29,813 75
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Receipts:

From passengers, from May 25, to Nov. 15, 1868 ..	\$5,079 81
From other sources	1,691 55
Total	6,771 36

Summary of payments:

For construction.....	\$21,351 14
For maintaining and operating the road, inclusive of wages	3,680 77
For United States tax.....	98 06
For equipment	6,322 58
For real estate	5,132 56
Total	36,585 11

ACCIDENTS.

Died of injuries.....	1
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The following is a statement of the date of each accident, the place where it occurred, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows:

July 27, 1868. A boy, about eight years of age, named Robert Richard Meyers, accidentally fell on the track in the car house as a car was about starting out. The wheels of the car ran over his leg, bruising and lacerating it so severely as to render amputation necessary, from the effects of which he died two days after. He was playing in the car house, and a short time previously had been ordered out by the driver, and was not seen afterwards until the accident occurred

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Samuel Lewis.....	Allentown, Pa.
J. D. Stiles.....	Allentown, Pa.
M. Hannum	Allentown, Pa.
H. C. Longnecker.....	Allentown, Pa.
Nelson Weiser.....	Allentown, Pa.
Sam'l Lewis.....	President.
N. Weiser.	Secretary.
J. F. Newhard	Treasurer.
M. Hannum.....	Superintendent.

(No. 99.)

CITIZENS', (PHILADELPHIA.)

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared George Williams, president, and William Bonsall, treasurer, of the Citizens' Passenger railway company, and in due form of law affirmed, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) GEO. WILLIAMS, *President.*
 WM. BONSTALL, *Treasurer.*

Affirmed and subscribed before me, this }
 5th day of November, 1868. }

FRANCIS HOOD, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$500,000 00
Amount of stock subscribed.....	10,000 shares.
Amount paid in as by last report.....	\$192,750 00
Total amount now paid in of capital stock.....	192,750 00
Funded debt, as per last report.....	None.
Total amount now of funded debt.....	None.
Floating debt, as by last report.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt....	None.
Date and rate per cent. per annum of dividends or dividends: January, 6 per cent.; July, 6 per cent.	
Number of shares of stock.....	10,000
Par value of each share.....	\$50 00
Amount paid in on each share: On 8,500 shares, \$20 00; on 1,500 shares, \$15 00.	
Amount of capital on which the respective divi- dends were declared.....	<u>500,000 00</u>

COST OF ROAD AND EQUIPMEET.

	By last report.	By present report.
Construction.....	\$66,316 39	\$69,902 98
Equipment	109,732 31	109,732 31
Total cost	<u>176,048 70</u>	<u>179,635 29</u>

CHARACTERISTICS OF ROAD.

Length of road laid, about.....	7 $\frac{1}{4}$ miles.
Length of double track, including sidings: No double track or sidings.	
Gauge of road.....	5 ft. 2 in.
Weight of rail per yard on main track.....	45 pounds.
Number of car houses, shops and stables.....	One of each.
Number of depots.....	1
Number of first class passenger cars, (two horses,)	32
Average value of each.....	\$750 00
Number of second class passenger cars, (one horse,)	2
Average value of each.....	\$400 00
Number of passengers that may be seated in each car.....	20
Number of other cars.....	3
Number of horses owned by the company.....	200
Average value of each, including harness.....	\$75 00
Number of mules owned by the company.....	2
Value of real estate held, exclusive of road way...	\$65,756 $\frac{75}{100}$
Average weight in pounds of passenger cars, ex- clusive of passengers and baggage.....	4,500 pounds.
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	6
Number of trips each day.....	260
How is track laid, and on what foundation? Yellow pine stringers, and cross-ties on gravel.	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: From Tenth and Montgomery, down Tenth to Reed, up Reed to Eleventh, up Eleventh to Berks, down Berks to Tenth, and down Tenth to Montgomery street.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1867.....	298,359	June, 1868.....	333,487
December, 1867.....	299,240	July, 1868.....	299,239
January, 1868.....	237,474	August, 1868.....	287,906
February, 1868.....	268,777	September, 1868.....	324,960
March, 1868.....	278,993	October, 1868.....	351,437
April, 1868.....	302,439		
May, 1868.....	313,992	Total	<u>3,646,303</u>

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs of road bed and railway.....	\$1,144 92
Repairs of buildings, including street paving and water pipes.....	860 11
Taxes on real estate.....	722 55
Total.....	<u>2,727 58</u>

Operating the road:

On account of horses.....	\$7,895 00
Harness and repairs.....	771 89
Repairs to cars.....	6,442 71
Horse shoeing and blacksmithing.....	6,304 21
Hay and feed.....	44,850 34
Office expenses, stationery and depot expenses: In- cluded in miscellaneous.	
Salaries and wages.....	60,603 27
Insurance.....	676 00
Watchmen, switchmen, hostlers, pay-roll: Included in salaries and wages.	
General expenses of stable: Included in miscella- neous.	
Conductors and drivers: Included in salaries and wages.	
Fluid, fuel, oil and gas: Included in miscellaneous.	
Damages for injuries of persons: Included in mis- cellaneous.	
Miscellaneous	7,446 93
Total	<u>134,990 35</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders.....	None.
From sale of bonds.....	None.
From other sources, being from sale of real estate,	\$4,000 00
Total.....	<u>4,000 00</u>

RECEIPTS.

Months.	From passen- gers.	Manure.	Other sources.	Total.
November, 1867.....	\$17,901 55	\$211 25	None.	\$18,112 80
December, 1867.....	17,954 44	211 25	\$4,150 00	22,315 69
January, 1868.....	17,848 42	211 25	570 01	18,629 68
February, 1868.....	16,126 62	211 25	.....	16,337 87
March, 1868.....	16,739 56	211 25	285 00	17,235 81
April, 1868.....	18,146 35	211 25	137 50	18,495 10
May, 1868.....	18,839 56	211 25	24 00	19,074 81
June, 1868.....	19,409 20	211 25	448 50	20,068 95
July, 1868.....	17,954 33	211 25	158 67	18,324 25
August, 1868.....	17,274 38	211 25	.....	17,485 63
September, 1868.....	19,497 63	211 25	120 00	19,828 88
October, 1868.....	21,086 22	211 25	162 50	21,459 97
Total.....	218,778 26	2,535 00	6,056 18	<u>227,369 44</u>

Summary of payments:

For construction.....	\$5,420 34
For maintaining and operating the road.....	121,553 45
For licenses and city taxes.....	9,939 45
For dividends.....	60,000 00
For horses.....	7,895 00
For payment for taxes on personal property: In- cluded in licenses and city taxes.	
For miscellaneous.....	7,446 93
For State tax on capital stock and net earnings...	5,108 71
For United States tax.....	8,777 39
Total.....	<u>226,241 27</u>

ACCIDENTS.

KILLED—Others.....	<u>1</u>
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A child of Hermann Bokelmann was run over by a car at Eleventh and Fitzwater streets, on the 26th of August, 1868, and died on the 28th of the same month.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
C. Colket.....	Philadelphia.
Amos Ellis.....	Philadelphia.
J. K. M'Ilwain.....	Philadelphia.
Wm. M'Clary	Philadelphia.
J. D. Brown.....	Philadelphia.
Geo. Williams, President.....	Philadelphia.
Wm. Bonsall, Secretary	Philadelphia.
Wm. Bonsall, Treasurer	Philadelphia.

(No. 100.)

CITIZENS', (PITTSBURG.)

STATE OF PENNSYLVANIA, }
Allegheny County, } ss:

Personally appeared James Verner, president, and D. P. Corwin, for treasurer, of the Citizens' Passenger railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) JAMES VERNER, *President.*

D. P. CORWIN, *for Treasurer.*

Sworn and subscribed before me, this }
 30th day of November, 1868. }

J. DONALDSON, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$200,000 00
Amount of stock subscribed originally.....	100,000 00
Amount paid in as by last report.....	166,000 00
Total amount now paid in of capital stock	176,000 00
Funded debt, as per last report.....	56,300 00
Total amount now of funded debt.....	56,300 00
Floating debt, as by last report	None.
The amount now of floating debt.....	7,700 00
Total amount now of floating and funded debt ...	64,000 00
Average rate per cent. per annum of interest on funded debt.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends	18 per cent.
Number of shares of stock.....	4,000
Par value of each share	\$50 00
Amount paid in on each share	44 00
Amount of capital on which the respective divi- dends were declared.....	\$200,000 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$112,123 59	\$112,123 59
Equipment	118,356 18	121,921 66
Total cost.....	<u>230,479 77</u>	<u>234,045 25</u>

CHARACTERISTICS OF ROAD.

Length of road laid: 5 miles, 2,929 feet.	
Length of double track, including sidings.....	3½ miles.
Gauge of road.....	5 ft. 2¼ in.
Weight of rail per yard on main track.....	43 pounds.
Number of car houses, shops and stables: Two car houses, one stable, one feed house, one blacksmith shop.	
Number of depots	2
Number of first class passenger cars, (two horses,)	26
Average value of each	\$1,000 00
Number of second class passenger cars, (one horse,)	3
Average value of each	\$600 00
Number of passengers that may be seated in each car	24
Number of other cars	1
Number of horses and mules owned by the company, (136 horses, 10 mules,).....	146
Average value of each, including harness, about..	\$153 00
Value of real estate held, exclusive of road way, about.....	\$70,000 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage.....	4,000
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	3½
Number of trips each day.....	190
How is track laid, and on what foundation? White pine stringers, oak cross-ties, gravel and clay foundation.	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: On Penn street to But-

ler, along Butler to Cemetery station, thence to the Pittsburg side of Sharpsburg bridge, on the Sharpsburg plank road.

AVERAGE MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED
IN CARS.

November, 1867	198,797	June, 1868	220,010
December, 1867	172,940	July, 1868	220,300
January, 1868	163,500	August, 1868	220,660
February, 1868	148,346	September, 1868	205,137
March, 1868	168,060	October, 1868	202,756
April, 1868	188,470		
May, 1868	217,112	Total	<u>2,326 088</u>

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs of road bed and railway	\$6,162 08
Repairs of buildings	168 25
Taxes on real estate	1,344 48
Total	<u>7,674 81</u>

Operating the road :

On account of horses and horse medicines	\$2,473 83
Harness and repairs	598 16
Repairs to cars	3,565 56
Horse shoeing	3,888 01
Hay and feed	25,508 23
Office expenses, stationery and depot expenses	6,248 49
Salaries	3,400 00
Insurance	1,113 70
Watchmen, switchmen, hostlers, pay-roll	12,491 96
General expenses of stable: Included in pay-roll	
Conductors and drivers	25,516 50
Fluid, fuel, oil and gas	823 01
Damages for injuries of persons	294 00
Total	<u>85,921 45</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

None.

RECEIPTS.

Months.	From passengers.	Rent, &c.	Other sources.	Total.
November, 1867	\$11,575 86	\$66 00	\$490 00	\$12,131 86
December, 1867	10,032 20	66 00	39 60	10,137 20
January, 1868	9,446 01	66 00	152 70	9,664 71
February, 1868	8,540 81	66 00	75 00	8,681 81
March, 1868	9,732 51	66 00	340 00	10,138 51
April, 1868	10,914 63	66 00	212 50	11,193 13
May, 1868	12,618 82	66 00	225 00	12,909 82
June, 1868	12,805 44	66 00	145 00	13,016 44
July, 1868	12,975 31	66 00	50 00	13,091 31
August, 1868	12,922 47	316 00	480 38	13,718 85
September, 1868	11,913 32	66 00	355 75	12,335 07
October, 1868	12,285 37	66 00	493 50	12,844 87
Total	135,762 75	1,042 00	3,058 83	139,863 58

Summary of payments:

For maintaining and operating the road	\$96,604 15
For interest	462 00
For dividends	36,000 00
For payment for taxes on personal property	1,344 48
For city tax on cars and profits	2,093 07
For State tax on capital stock and tonnage	3,221 04
For United States tax	4,893 00
Total	<u>148,617 74</u>
Total amount of surplus fund	<u>\$5,547 99</u>

ACCIDENTS.

	Killed.	Injured.
Others	1	2
	<u> </u>	<u> </u>

The following is a statement of the date of each accident, the place where it occurred, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows:

December 24, 1867. An old man, named Bears, was run over by car No. 35. He came from behind a passing wagon and was not seen by the driver until too late to check the car; had foot crushed; recovered.

1868.

April 25. Car No. 9 ran over a man, named Berry, near Mechanics street, Fifth ward. He ran out from the sidewalk, without

any notice to driver or conductor, and fell under the front wheels and was crushed so badly that he died soon after.

July 22. A German, name unknown, was hurt by jumping off car No. 9, without giving notice to stop; recovered.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
James Verner	Pittsburg.
Alex. Speer.....	Pittsburg.
Richard Hays.....	Pittsburg.
J. Hervey Jones.....	Pittsburg.
J. H. Wright.....	Pittsburg.
James Verner, President.....	Pittsburg.
D. P. Corwin, Secretary.....	Pittsburg.
J. H. Wright, Treasurer.....	Pittsburg.

(No. 101.)

EASTON AND SOUTH EASTON.

STATE OF PENNSYLVANIA, }
Northampton County, } ss:

Personally appeared John Green, president, and Edward H. Green, treasurer, of the Easton and South Easton Passenger railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) JOHN GREEN, *President.*
 EDWARD H. GREEN, *Treasurer.*

Sworn and subscribed before me, this }
 4th day of January, 1869. }

S. MOORE, *J. P*

STOCK AND DEBT.

Capital stock as authorized by law	\$75,000 00
Amount of stock subscribed	26,375 00
Amount paid in as by last report	24,500 00
Total amount now paid in of capital stock	26,000 00
Funded debt, as per last report	500 00
Total amount now of funded debt	500 00
The amount now of floating debt	None.
Total amount now of floating and funded debt ...	500 00
Average rate per cent. per annum of interest on funded debt	6 per cent.
Number of shares of stock	1,055
Par value of each share	\$25 00
Amount paid in on each share	25 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$17,590 00	\$18,227 68
Equipment	4,831 75	6,047 45
Total cost	22,421 75	24,275 13

CHARACTERISTICS OF ROAD.

Length of road laid.....	1 $\frac{3}{8}$ miles
Length of double track, including sidings.....	$\frac{1}{4}$ "
Gauge of road.....	5 feet 2 in.
Weight of rail per yard on main track.....	43 pounds.
Number of car houses, shops and stables: One car house and stable.	
Number of depots.....	None.
Number of first class passenger cars, two horses, (average value of each, \$1,100,).....	3
Number of second class passenger cars, (one horse,).....	None.
Number of passengers that may be seated in each car.....	30
Number of other cars.....	None.
Number of horses owned by the company.....	10
Average value of each, including harness.....	\$250 00
Number of mules owned by the company.....	None.
Value of real estate held, exclusive of road way ..	\$3,600 00
Average weight in lbs. of passenger cars, exclusive of passengers and baggage.....	3,700
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	4
Number of trips each day.....	32 each way.
How is track laid and on what foundation? On stringers and cross ties.	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads. Starting in South Easton, corner of Canal and Lehigh streets, thence by Canal street and public highway to the bridge crossing the Lehigh river; thence by Third street, in Easton, to the Centre square.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS
FOR THE YEAR.

January, 1868.....	13,360	August, 1868.....	17,220
February, 1868.....	9,423	September, 1868.....	16,126
March, 1868.....	11,576	October, 1868.....	14,334
April, 1868.....	11,768	November, 1868.....	13,124
May, 1868.....	13,164	December, 1868.....	13,493
June, 1868.....	13,900		
July, 1868.....	15,710	Total.....	163,228

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs of road bed and railway	\$23 75
Repairs of buildings	40 47
Taxes on real estate	49 22
Total.....	<u>113 44</u>

Operating the road:

Cleaning snow from track, and sleigh hire.....	\$197 11
On account of horses, exchange.....	10 00
Harness and repairs.....	51 11
Repairs to cars, painting and varnishing	221 03
Horse shoeing.....	274 29
Hay and feed.....	2,011 88
Office expenses, stationery and depot expenses....	51 48
Salaries.....	350 00
Insurance	50 93
Watchmen, switchmen, hostlers, pay-roll.....	683 00
General expenses of stable	128 99
Conductors and drivers.....	2,328 25
Flued, fuel, oil and gas.....	98 54
Damages for injuries of persons.....	None.
Total.....	<u>6,456 61</u>

RECEIPTS.

Months.	From pas- sengers.	Rent.	Manure.	Other sources.	Total.
January, 1868.....	\$668 00	.....	.....	Tickets .. \$20 00	\$688 00
February, 1868.....	471 15	.....	.....	.....	471 15
March, 1868.....	578 80	\$21 00	.....	Advertising 100 00	699 80
April, 1868.....	588 40	.....	.....	Stock..... 1,500 00	2,088 40
May, 1868.....	658 20	.....	.....	Sale of horse ... 225 00	883 20
June, 1868.....	696 50	21 00	.....	Tickets..... 16 85	734 35
July, 1868.....	785 50	.....	.....	Sale cutt'g box, 10 00	795 50
August, 1868.....	861 00	.....	.....	Advertising..... 100 00	961 00
September, 1868.....	806 30	20 83	.....	Tickets	828 13
October, 1868.....	716 70	.....	.....	Horse..... 182 00	898 70
November, 1868..	656 20	.....	.....	.....	656 20
December, 1868.....	674 65	24 99	\$29 75	Tickets..... 10 25	739 64
Total	8,161 40	87 82	29 75	2,165 10	10,444 07

Summary of payments:

For construction.....	\$637 68
For maintaining and operating the road.....	6,570 05
For interest, discount on note.....	15 67
For dividends	None.
For new passenger cars and horses	1,215 70
For payments to loan account, due treasurer, January 1, 1868.....	268 35
For miscellaneous note paid	1,000 00
For United States tax	141 52
Total.....	9,848 97
Total amount of surplus fund.....	595 10
	<hr/>
	10,444 07

ACCIDENTS.

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
John Green.....	Easton.
John Maxwell.....	Easton.
John Eyerman	Easton.
Wm. H. Armstrong.....	Easton.
Charles Stewart.....	South Easton.
William Kellogg.....	South Easton.
James Young.....	South Easton.
Wm. H. Sayre, Jr	Bethlehem.
John Green, President	Easton.
Edward H. Green, Secretary and Treasurer.....	Easton.
Elisha Burwell, Superintendent	South Easton.

(No. 102.)

FRANKFORD AND PHILADELPHIA.

OFFICE OF SECOND AND THIRD ST. P. R. CO., }
PHILADELPHIA, November 28, 1868. }

HON. J. F. HARTRANFT,

Auditor General of Pennsylvania :

DEAR SIR:—On the second day of December, 1867, the Frankford and Philadelphia Passenger railway company merged its corporate rights and franchises into and with the Second and Third Street Passenger railway company of Philadelphia, the latter named company at that time having charge of the road. Therefore, the reports now made by the Second and Third Street Passenger railway company combines the business of the two corporations, as consolidated from the 30th of October, 1867, to 30th of October, 1868.

Very respectfully, &c.,

JACOB BINDER, *President.*

(No. 103.)

FRANKFORD AND SOUTHWARK.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared James West, president, and William Poulterer, treasurer, of the Frankford and Southwark Philadelphia City Passenger railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) JAMES WEST, *President.*

WM. POULTERER, *Treasurer.*

Sworn and subscribed before me, this }
 7th day of November, 1868. }

WM. R. HERNS, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$500,000 00
Amount of stock subscribed	491,750 00
Amount paid in as by last report.....	491,650 00
Total amount now paid in of capital stock	491,750 00
Funded debt, as per last report	200,000 00
Total amount now of funded debt.....	200,000 00
Total amount now of floating and funded debt. . . .	200,000 00
Average rate per cent. per annum of interest on funded debt.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends: January 17, 3 per cent.; July 17, 2 per cent.	
Number of shares of stock.....	10,000
Par value of each share	\$50 00
Amount paid in on each share.....	50 00
Amount of capital on which the respective divi- dends were declared: January, \$491,650 00; July, \$491,750 00.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$517,671 34	\$517,671 34
Equipment	248,819 52	244,819 52
Total cost	<u>766,490 86</u>	<u>762,490 86</u>

CHARACTERISTICS OF ROAD.

Length of road laid	12.33 miles.
Length of double track, including sidings	4.04 "
Gauge of road	5 ft. 2 in.
Weight of rail per yard on main track: 45 lbs. in city; 47 lbs. on rural section.	
Number of car houses, shops and stables, (1 stable not now used,)	2
Number of depots	3
Number of first class passenger cars, (two horses,)	40
Average value of each: Horse cars, \$300; steam cars, \$3,000.	
Number of second class passenger cars, (one horse,)	None.
Number of passengers that may be seated in each car: 22 in horse cars; 32 in steam cars.	
Number of other cars	None.
Number of horses owned by the company	298
Average value of each, including harness	\$107 53
Number of mules owned by the company	None.
Value of real estate held, exclusive of road way ..	\$76,300 00
Average weight in lbs. of passenger cars, exclusive of passengers and baggage: Horse, 2,900; steam, 6,000.	
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	5.04
Number of trips each day: 284 on city section; 52 on rural section.	
How is track laid, and on what foundation? On yellow pine stringers and cross-ties.	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: From Berks street,

(between Third and Fourth,) west to Sixth street; south, on Sixth street, to fifty feet below Pearce street, (through our own property,) east to Fifth street, north along Fifth street and Germantown avenue to Berks street, and east to place of beginning. From same starting point, east to Front street, north along Front to Kensington avenue, along Kensington avenue, across Frankford creek, (through our own property,) to Frankford street, along Frankford street to Arrott street. (This latter is a double track.)

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS
FOR THE YEAR.

November, 1867.....	370,024	June, 1868.....	396,214
December, 1867.....	340,465	July, 1868.....	386,781
January, 1868.....	334,997	August, 1868.....	388,958
February, 1868.....	309,660	September, 1868.....	395,772
March, 1868.....	321,524	October, 1868.....	411,323
April, 1868.....	357,676		
May, 1868.....	372,385	Total.....	<u>4,385,779</u>

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs of road bed and railway.....	\$17,352 71
Taxes on real estate.....	1,362 36
Total	<u>18,745 07</u>

Operating the road:

On account of horses.....	\$10,540 37
Harness and repairs.....	2,344 41
Repairs to cars and steamers.....	23,650 54
Horse shoeing.....	7,804 51
Hay and feed.....	50,867 45
Office expenses, stationery and depot expenses...	17,983 95
Salaries.....	5,150 00
Insurance.....	528 37
Watchmen, switchmen, hostlers, pay-roll.....	15,887 41
General expenses of stable.....	1,091 07
Conductors, drivers and engineers.....	61,776 70
Fluid, fuel, oil and gas.....	1,279 37

Damages for injuries of persons and vehicles.....	\$2,114 23
Coal for steamers.....	6,883 54
Total	<u>207,891 92</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders	\$100 00
From other sources	4,000 00
Total	<u>4,100 00</u>

RECEIPTS.

Months	From pas- sengers.	Rent.	Manure.	Other sources.	Total.
November, 1867.....	\$24,668 26	\$20 00	\$286 00	\$150 00	\$25,126 26
December, 1867.....	22,697 68	20 00	252 00	50 00	23,019 68
January, 1868.....	22,333 16	45 00	253 33	582 00	23,213 49
February, 1868.....	20,643 97	20 00	378 00	498 00	21,539 97
March, 1868.....	21,434 96	30 00	378 00	.....	21,842 96
April, 1868.....	23,845 07	45 00	380 00	.....	24,270 07
May, 1868.....	24,825 64	20 00	358 80	782 60	25,987 04
June, 1868.....	26,414 30	20 00	358 80	25 00	26,818 10
July, 1868.....	25,785 41	55 00	358 80	.....	26,199 21
August, 1868.....	25,930 56	30 00	361 40	100 00	26,421 96
September, 1868.....	26,384 82	30 00	361 40	25 00	26,801 22
October, 1868.....	27,421 54	55 00	361 40	150 00	27,987 94
Total	292,385 37	390 00	4,089 93	2,362 60	299,227 90

Summary of payments:

For maintaining and operating the road	\$226,636 99
For interest.....	17,746 93
For dividends, including taxes on net earnings...	26,663 12
For new passenger cars and horses.....	6,000 00
For payment for taxes on personal property.....	281 20
For miscellaneous	6,762 19
For State tax on capital stock and tonnage.....	1,474 95
For United States tax.....	7,359 65
Total	<u>292,925 03</u>

ACCIDENTS.

	Killed.	Injured.
Passengers	1	3
	=	=

The following is a statement of the date of each accident, the place where it occurred, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows :

1868.

June 14. Christian Kurtz, on Fifth street, near Parrish, jumped or fell from front platform; died from injuries received.

July 4. Benjamin Richey, on Kensington avenue, above Hart Lane, jumped off whilst car was stopping; arm broken to render amputation necessary.

July 31. Mary Gilligan, at Sixth and Morris streets, had landed, but hoops caught and threw her down; slightly injured.

October 24. Lady, (name unknown,) at Sixth and Spring Garden streets, stepped off car whilst it was stopping; very slightly injured.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Edward S. Handy.....	Philadelphia.
Chas. H. Harrison.....	Philadelphia.
Henry C. Harrison.....	Philadelphia.
Joseph Harrison, Jr ..	Philadelphia.
Col. Wm. H. Harrison.....	Philadelphia.
Nathan Hilles.....	Frankford, Phila.
Wm. C. Keehmle.....	Philadelphia.
Chas. E. Lex.....	Philadelphia.
S. B. Poulterer.....	Philadelphia.
Benj. Rowland.....	Philadelphia.
Nathan R. Suplee.....	Philadelphia.
Daniel Weckerly.....	Philadelphia.
James West, President.....	Philadelphia.
B. Frank Abbett, Secretary.....	Philadelphia.
William Poulterer, Treasurer.....	Philadelphia.

(No. 104.)

GERMANTOWN.

STATE OF PENNSYLVANIA, }
 _____ County, } ss:

Personally appeared Adam Warthman, president, and Joseph Singerly, treasurer, of the Germantown Passenger railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) ADAM WARTHMAN, *President.*

JOSEPH SINGERLY, *Treasurer.*

Sworn and subscribed before me, this }
 13th day of January, 1869. }

JOHN WHITE, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$1,000,000 00
Amount of stock subscribed.....	1,000,000 00
Amount paid in as by last report.....	112,245 00
Total amount now paid in of capital stock	112,245 00
Funded debt, as per last report.....	350,000 00
Total amount now of funded debt.....	350,000 00
Floating debt, as by last report	20,000 00
The amount now of floating debt.....	None.
Total amount now of floating and funded debt...	350,000 00
Average rate per cent. per annum of interest on funded debt	7 per cent.
Date and rate per cent. per annum of dividend or dividends: December 26, 1868	3 per cent.
Number of shares of stock	20,000
Par value of each share	\$50 00
Amount paid in on each share	15 00
Amount of capital on which the respective divi- dends were declared.....	1,000,000 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$562,270 00	\$562,270 00
Total cost		<u>562,270 00</u>

CHARACTERISTICS OF ROAD.

Length of road laid: A fraction less than	25½ miles.
Length of double track, including sidings.....	8¾ miles.
Gauge of road	5 feet 2 in.
Weight of rail per yard on main track.....	45 pounds.
Number of car houses, shops and stables: Car houses, 3; shops, 4; stables, 4.	
Number of depots	3
Number of first class passenger cars, (two horses,)	59
Average value of each	\$600 00
Number of second class passenger cars, (one horse,)	None.
Number of passengers that may be seated in each car	22
Number of other cars	None.
Number of horses owned by the company.....	356
Average value of each, including harness	\$80 00
Number of mules owned by the company	8
Value of real estate held, exclusive of road way ..	\$63,500 00
Average rate of speed adopted by passenger cars, including stops, (miles per hour,) between.....	5 and 6 miles.
Number of trips each day: 10 by 16 cars, 11 by 9 cars, 8 by 13 cars and 5 by 9 cars.	
How is track laid and on what foundation? White pine cross-ties and seven by nine stringers.	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: From Diamond street to Germantown and return; from Diamond street to Dickerson street, via. Germantown road, and Fourth street and return, via. Eighth street; and from Fairmount park along Girard avenue to Palmer street, along Palmer street to Shackamaxon, along Shackamaxon to Girard avenue returning.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS
FOR THE YEAR.

Total for twelve months, estimated 3,900,000

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs of road bed and railway	\$6,174 01
Taxes on real estate, &c.....	998 03
Total.....	<u>7,172 04</u>

Operating the road:

On account of horses	\$14,778 22
Harness and repairs, repairs to cars and horse shoe- ing: Included in miscellaneous.	
Hay, feed and straw	66,909 74
Office expenses, stationery and depot expenses: In- cluded in miscellaneous.	
Wages	36,453 97
Insurance, watchmen, switchmen, hostlers, pay-roll, and general expenses of stable: Included in mis- cellaneous.	
Conductors and drivers.....	63,626 93
Fluid, fuel, oil and gas: Included in miscellaneous.	
Damage for injuries of persons.....	160 00
Miscellaneous	36,701 18
Total	<u>218,630 04</u>

RECEIPTS.

Months.	From passengers.	Manure.	Other sources.	Total.
December, 1867	\$23,015 72	\$376 13	\$1 50	\$23,393 35
January, 1868.....	23,064 82	379 63	235 00	23,679 45
February, 1868	17,716 38	379 88	410 00	18,506 26
March, 1868.....	21,973 33	423 44	675 00	23,071 77
April, 1868.....	24,995 95	372 51	1,102 50	26,470 96
May, 1868.....	26,680 72	393 72	227 00	27,301 44
June, 1868	31,091 53	397 37	1,098 50	32,587 40
July, 1868.....	29,117 78	394 46	195 00	29,707 24
August, 1868.....	30,637 28	403 62	253 00	31,293 90
September, 1868	29,064 31	409 08	96 00	29,569 39
October, 1868	28,951 68	406 41	75 00	29,433 09
November, 1868.....	26,283 32	409 66	732 28	27,425 26
Total	312,592 82	4,745 91	5,100 78	322,439 51

Summary of payments:

For maintaining and operating the road.....	\$218,630 04
For interest.....	24,500 00
For dividends.....	30,000 00
For State tax on capital stock and tonnage.....	1,500 00
For United States tax.....	9,492 78
For repair of road bed, &c	7,172 04
Total	<u>291,294 86</u>

ACCIDENTS.

	Killed.	Injured.
Others.....	<u>1</u>	<u>1</u>

The following is a statement of the date of each accident, the place where it occurred, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows:

One child killed on Whit Sunday last, at Eleventh and Girard avenue.

One man injured; time not recollected.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Adam Warthman.....	Philadelphia.
Joseph Singerly	Philadelphia.
John Robbins.....	Philadelphia.
Wm. T. Carter	Philadelphia.
Lewis Scout.....	Philadelphia.
Adam Warthman, President.....	Philadelphia.
Joseph Singerly, Secretary	Philadelphia.
Joseph Singerly, Treasurer.....	Philadelphia.

(No. 105.)

GIRARD COLLEGE.

STATE OF PENNSYLVANIA, }
 _____ County, } ss:

Personally appeared Edward B. Edwards, president, and William S. Blight, treasurer, of the Girard College Passenger railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) E. B. EDWARDS, *President.*
 WM. S. BLIGHT, *Treasurer.*

Sworn and subscribed before me, this }
 26th day of November, 1868. }

J. R. MASSEY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$500,000 00
Amount of stock subscribed, (shares,)	10,000 00
Amount paid in as by last report	170,000 00
Total amount now paid in of capital stock	170,000 00
Date and rate per cent. per annum of dividend or dividends: January 7, 1868, \$1 per share; July 13, 1868, \$1 per share.	
Number of shares of stock.....	10,000
Par value of each share.....	\$50 00
Amount paid in on each share.....	17 00
Amount of capital on which the respective divi- dends were declared.....	<u>170,000 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	<u>\$170,864 02</u>	<u>\$171,712 30</u>

CHARACTERISTICS OF ROAD.

Length of road laid.....	5.4 miles.
Gauge of road.....	5 ft. 2 in.
Weight of rail per yard on main track.....	45 lbs.
Number of car houses, shops and stables.....	1
Number of depots.....	1
Number of first class passenger cars, (two horses,)	25
Average value of each, (cost when new,).....	\$775 00
Number of passengers that may be seated in each car.....	24
Number of horses owned by the company.....	125
Value of real estate held, exclusive of road way, (assessed value,).....	\$50,000 00
Number of trips each day.....	212
How is track laid, and on what foundation? Gravel foundation, white pine stringers and ties.	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: Ridge avenue, Ninth street, Tenth street and Arch street; selling package tickets good on any road in the city.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS
FOR THE YEAR.

No account kept.

*Expenses of maintaining the road or real estate of the corporation,
and operating the road:*

Horse account.....	\$4,751 75
Insurance account.....	365 00
Damage account.....	291 85
Taxes account.....	7,417 00
Running expenses account.....	30,330 05
Stable account.....	30,137 85
Harness repair account.....	762 68
Car repair account.....	4,270 22
Road repair account.....	3,299 91

Blacksmith account.....	\$4,778 86
Expense account.....	5,818 08
Total	<u>92,223 25</u>

RECEIPTS FROM PASSENGERS.

November, 186-.....	\$9,603 21	June, 186-.....	\$11,115 09
December, 186-.....	8,734 93	July, 186-.....	10,735 10
January, 186-.....	8,627 80	August, 186-.....	10,673 08
February, 186-.....	7,523 86	September, 186-.....	11,119 08
March, 186-.....	7,962 60	October, 186-.....	10,859 29
April, 186-.....	9,520 65		
May, 186-.....	10,867 59	Total	<u>117,342 28</u>

ACCIDENTS.

KILLED—Others.....	<u>1</u>
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The following is a statement of the date of each accident, the place where it occurred, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows:

John Dill, while intoxicated, fell off the front platform of car No. 5, on July 11, 1868; was run over, and died same day. Accident occurred at Ridge avenue and Jefferson street.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
John Lambert.....	Philadelphia.
William S. Grant.....	Philadelphia.
Andrew A. Butler.....	Philadelphia.
Henry Norris.....	Philadelphia.
William T. Carter.....	Philadelphia.
Edward B. Edwards, President.....	Twenty-third and Ridge ave., Phila.
Wm. S. Blight, Sec. and Treas.....	Twenty-third and Ridge ave., Phila.

(No. 106.)

GREEN AND COATES STREET.

STATE OF PENNSYLVANIA, } ss:
 _____ County,

Personally appeared Edmund Deacon, president, and Joshua Garsed, treasurer, of the Green and Coates Street Passenger railway company, and in due form of law made affirmation, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) EDMUND DEACON, *President.*
 JOSHUA GARSED, *Treasurer.*

Affirmed and subscribed before me, this }
 31st day of December, 1868. }

CHARLES M. CARPENTER, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$500,000 00
Amount of stock subscribed	150,000 00
Amount paid in as by last report.	150,000 00
Total amount now paid in of capital stock.....	150,000 00
Funded debt, as per last report.	100,000 00
Total amount now of funded debt.	100,000 00
Floating debt, as by last report.	None.
The amount now of floating debt.	None.
Total amount now of floating and funded debt....	100,000 00
Average rate per cent. per annum of interest on funded debt	7 per cent.
Date and rate per cent. per annum of dividend or dividends: January 1st, \$1 per share; July 24, \$1 per share.	
Number of shares of stock.....	10,000
Par value of each share.....	\$50 00
Amount paid in on each share	15 00
Amount of capital on which the respective divi- dends were declared.....	500,000 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$234,463 70	\$236,219 95

CHARACTERISTICS OF ROAD.

Length of road laid.....	4.84 miles.
Length of double track, including sidings .....	.25 "
Gauge of road.....	5 ft. 2 in.
Weight of rail per yard on main track	45 pounds.
Number of car houses, shops and stables.....	5
Number of depots.....	2
Number of first class passenger cars, (two horses,)	34
Average value of each	\$800 00
Number of second class passenger cars, (one horse,)	8
Average value of each	\$600 00
Number of passengers that may be seated in each car	20
Number of other cars	None.
Number of horses owned by the company.....	224
Average value of each, including harness	\$75 00
Number of mules owned by the company	3
Value of real estate held, exclusive of road way ..	\$70,279 52
Average weight in lbs. of passenger cars, exclusive of passengers and baggage	4,500
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	5
Number of trips each day	288
How is track laid, and on what foundation? On white and yellow pine stringers.	

Describe the route of your road in detail, giving the streets occupied, and connection with other roads: Depot situated at Twenty-fourth and Coates street. The streets occupied by us, are Green and Coates streets; down Green to the Delaware; along Delaware avenue to Coates street; along Coates to Fairmount park; down Green to Fourth; down Fourth to Dickerson; along

Dickerson to Eighth; up Eighth to Coates; along Coates to Fairmount park.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS
FOR THE YEAR.

No account kept.

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs of road bed and railway	\$3,958 86
Repairs of buildings: Included in general repairs and renewals.	
Taxes on real estate	1,243 93
Total	<u>5,202 79</u>

Operating the road:

On account of horses	\$5,973 50
Harness and repairs	1,476 00
Repairs to cars and buildings	9,171 35
Horse shoeing	8,347 90
Hay and feed	42,714 78
Office expenses, stationery and depot expenses....	193 43
Salaries	3,496 16
Insurance	720 80
Stable wages and watchmen	13,298 65
Running expenses	9,980 54
Conductors, drivers and receivers	37,751 00
Repairs and renewals	5,340 47
Damages for injuries of persons	838 12
Total	<u>139,302 70</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

None.

RECEIPTS.

Months.	From passengers.	Rent.	Manure.	Other sources.	Total.
November, 1867.....	\$14,716 87	\$33 32	\$183 33	\$28 00	\$14,961 52
December, 1867.....	14,064 21	.....	199 15	820 00	15,083 36
January, 1868.....	13,762 68	33 32	214 00	603 41	14,613 41
February, 1868.....	11,757 63	.....	214 97	418 81	12,391 41
March, 1868.....	12,349 74	33 32	200 83	131 42	12,715 31
April, 1868.....	14,353 16	.....	225 83	1,242 91	15,821 90
May, 1868.....	15,050 72	33 32	98 50	190 63	15,373 17
June, 1868.....	18,446 12	.....	414 22	408 59	19,268 93
July, 1868.....	17,697 65	33 32	128 96	518 81	18,378 74
August, 1868.....	16,802 41	.....	366 08	207 50	17,375 99
September, 1868.....	15,526 08	33 32	235 04	202 16	15,996 60
October, 1868.....	15,084 18	.....	.....	38 65	15,122 83
Total.....	179,611 45	199 92	2,480 91	4,810 89	187,103 17

Summary of payments:

For construction.....	\$1,756 00
For maintaining and operating the road.....	144,505 49
For interest.....	1,734 65
For dividends.....	20,000 00
For new passenger cars and horses: In statement of maintaining and operating road.	
For interest on bonds, minus taxes.....	6,350 00
For miscellaneous.....	983 35
For city license of cars.....	1,550 00
For State tax on capital stock and tonnage, and bonds.....	1,500 00
For United States tax.....	5,836 33
Total.....	<u>184,215 82</u>

ACCIDENTS.

INJURED—Others.....	<u>1</u>
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The following is a statement of the date of each accident, the place where it occurred, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows :

—— Mooney, trod on by a horse, (slightly,) at Twenty-second and Coates streets, Philadelphia.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Hon. Ellis Lewis.....	Philadelphia.
George Peterson.....	Philadelphia.
C. S. Kates.....	Philadelphia.
P. S. Peterson.....	Philadelphia.
S. D. Walton.....	Philadelphia.
C. Gascoyne.....	Philadelphia.
John Horn.....	Philadelphia.
A. M. Fox.....	Philadelphia.
Henry Budd.....	Philadelphia.
Wm. P. Cresson.....	Philadelphia.
W. D. Glenn.....	Philadelphia.
Robert Whitaker.....	Philadelphia.
Edmund Deacon, President.....	Philadelphia.
Joshua Garsed, Secretary and Treasurer.....	Philadelphia.

(No. 107.)

HARRISBURG CITY.

STATE OF PENNSYLVANIA, } ss:
Dauphin County,

Personally appeared George Cunkle, Esq., president, and David Fleming, Esq., treasurer, of the Harrisburg City Passenger railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) GEORGE CUNKLE, *President.*
 D. FLEMING, *Treasurer.*

Sworn and subscribed before me, this }
 30th day of November, 1868. }

R. J. FLEMING, *N. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$75,000 00
Amount of stock subscribed	43,475 00
Amount paid in as by last report.....	41,994 77
Total amount now paid in of capital stock.....	41,994 77
Funded debt, as per last report.....	9,750 00
Total amount now of funded debt.....	9,950 00
Floating debt, as by last report	2,248 13
The amount now of floating debt.....	2,062 92
Total amount now of floating and funded debt....	12,012 92
Average rate per cent. per annum of interest on funded debt	7 per cent.
Date and rate per cent. per annum of dividend or dividends	None declared.
Number of shares of stock, (authorized,)	3,000
Par value of each share	\$25 00
Amount paid in on each share: Subscribed, about	24 00
Amount of capital on which the respective divi- dends were declared.....	None declared.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction, (estimated,).....	\$47,135 72	\$49,287 07
Equipment, (estimated,)	10,812 48	10,832 48
Total cost, (not all paid,).....	<u>57,948 20</u>	<u>60,119 55</u>

CHARACTERISTICS OF ROAD.

Length of road laid.....	2 miles.
Length of double track, including sidings.....	700 feet.
Gauge of road	5 feet 2½ in.
Weight of rail per yard on main track.....	43 pounds.
Number of car houses, shops and stables: One car house and stabling; no shops.	
Number of depots, including car house and stable,	1
Number of first class passenger cars, (two horses,)	5
Average value of each	\$800 00
Number of second class passenger cars, (one horse,)	1
Average value of each	\$250 00
Number of passengers that may be seated in each car: About.....	16
Number of other cars	None.
Number of horses owned by the company.....	18
Average value of each, including harness	\$150 00
Number of mules owned by the company	8
Value of real estate held, exclusive of road way ..	\$10,000 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage	Cannot tell.
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	5
Number of trips each day, (each car,).....	15
How is track laid and on what foundation? On stringers, laid on cross-ties.	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: Begins at Pennsylvania railroad, foot of Market street, runs up Market to Second, up Second to Walnut, out Walnut to Third, up Third to Broad, out Broad to sixth, up Sixth to M'Clay street, at old Camp Curtin grounds.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR
THE YEAR, (ESTIMATED.)

November, 1867.....	14,696	June, 1868	14,174
December, 1867	13,079	July, 1868	19,811
January, 1868.....	12,487	August, 1868.....	20,932
February, 1868	10,811	September, 1868.....	22,806
March, 1868	10,176	October, 1868	22,391
April, 1868.....	11,164		
May, 1868.....	12,917	Total	<u>185,444</u>

EXPENSES.

Operating the road:

Items under this head are not kept separate upon our books, but are blended together, making in the aggregate, (inclusive of the U. S. tax at 2½ per cent. on our gross receipts,) the sum of.....		\$9,608 43
Salaries.....		None paid.
Damages for injuries of persons.....		<u>None paid.</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders.....	Nothing.
From sale of bonds	\$200 00
From other sources	<u>Nothing.</u>

RECEIPTS FROM PASSENGERS.

November, 1867.....	\$734 84	June, 1868	\$708 73
December, 1867	653 96	July, 1868	990 57
January, 1868.....	624 39	August, 1868.....	1,046 63
February, 1868.....	540 57	September, 1868.....	1,140 32
March, 1868.....	508 82	October, 1868	1,119 57
April, 1868	558 24		
May, 1868	645 88	Total	<u>9,212 52</u>

During the early part of the year the directors advanced, for the payment of current expenses, the sum of \$400 00. This amount is to be refunded as soon as the financial affairs of the company will permit.

Summary of payments:

For construction	Nothing.
For maintaining and operating the road	\$9,376 62
For interest	132 44
For dividends	None paid.
For passenger cars and horses, (boot on horse trade,)	20 00
For payment for taxes on personal property	Nothing.
For payments to loan account	Nothing.
For miscellaneous	Nothing.
For payments made to surplus funds	Nothing.
For State tax on capital stock and tonnage	Nothing.
For United States tax	231 81
 Total	 <u>9,760 87</u>

ACCIDENTS.

INJURED—Others	<u>1</u>
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The following is a statement of the date of each accident, the place where it occurred, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows:

December 14, 1867. As a car was going down Walnut street, Hon. Mordecai M'Kinney, Esq., an aged and esteemed citizen of Harrisburg, attempted to cross the track at the corner of Raspberry alley and Walnut street. When about the centre of the track he unaccountably paused for a moment, and the rails being wet the conductor was not able to stop his car; he, however, halloed, and warned him to get out of the way. Mr. M'Kinney seemed not to have heard; was knocked down by the horses striking against him, and the wheels of the car passed over one leg, fracturing and splintering the bones so as to render amputation necessary. From the effects of the amputation and the injuries sustained, Mr. M'Kinney died on the morning of December 17, 1867. This accident seems to have been unavoidable, and no blame was attached to the company or the employee in charge of the car at the time of its occurrence

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Hon. A. O. Hiester.....	Harrisburg, Pa.
George Cunkle....	Harrisburg, Pa.
R. A. Lamberton	Harrisburg, Pa.
John A. Smull.....	Harrisburg, Pa.
David Fleming	Harrisburg, Pa.
John Brady.....	Harrisburg, Pa.
George Cunkle, President.....	Harrisburg, Pa.
John A. Smull, Secretary	Harrisburg, Pa.
David Fleming, Treasurer	Harrisburg, Pa.

(No. 108.)

HESTONVILLE, MANTUA AND FAIRMOUNT.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Charles Lennig, president, and Chas. P. Hastings, treasurer, of the Hestonville, Mantua and Fairmount Passenger railway company, and in due form of law made affirmation, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) CHARLES LENNIG, *President.*

CHARLES P. HASTINGS, *Treasurer.*

Affirmed and subscribed before me, this }
 — day of November, 186—. }

—————, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law, (of the three consolidated roads,).....	\$2,050,000 00
Amount of stock subscribed: All subscribed, and accounted for as full paid.	
Total (calculated) amount now paid in of capital stock, (the shares issued all appearing as full paid and unassessable,).....	306,390 36
Total amount now of funded debt, (\$15,000 of which are considered fraudulent, and are being contested,).....	165,700 00
The amount now of floating debt.....	3,292 33
Total amount now of floating and funded debt....	168,992 33
Average rate per cent. per annum of interest on funded debt.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends.....	None declared.
Number of shares of stock.....	41,000
Par value of each share.....	\$50 00
Amount paid in on each share.....	Not known.

COST OF ROAD AND EQUIPMENT.

	By present report.
Construction	\$390,622 94
Equipment.....	82,065 75
Total cost.....	<u>472,688 69</u>

CHARACTERISTICS OF ROAD.

Length of road laid, (estimated 11 miles,).....	80 squares.
Length of double track, including sidings.....	23 "
Gauge of road.....	5 ft. 2 in.
Weight of rail per yard on main track, about.....	43 lbs.
Number of car houses, shops and stables.....	5
Number of depots.....	2
Number of first class passenger cars, (two horses,).....	57
Average value of each.....	\$400 00
Number of second class passenger cars, (one horse,).....	1
Average value of each.....	\$100 00
Number of passengers that may be seated in each car.....	20
Number of other cars.....	None.
Number of horses owned by the company.....	345
Average value of each, including harness.....	\$100 00
Number of mules owned by the company.....	None.
Value of real estate held, exclusive of road way ...	\$100,000 00
Average weight in lbs. of passenger cars, exclusive of passengers and baggage, about.....	2,800 lbs.
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	5
Number of trips each day: 16 cars 12 trips; 24 cars 7 and 8 trips; 3 cars 16 trips.	
How is track laid, and on what foundation? Laid on white pine foundation.	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: The cars occupy Race, Vine and Arch streets, from Delaware to Schnylkill rivers; Race and Vine street cars also occupying Bridge street and Lancaster avenue, from Forty-first street to wire bridge, and from

thence to Hestonville; also occupying Hamilton street, from Callowhill to Twenty-second; Twenty-second street, from Hamilton to Race; Twentieth street, from Callowhill street to Arch; Twenty-first street, from Arch street to Callowhill, and from Callowhill street to Schuylkill river; also Haverford street, from Lancaster avenue to Schuylkill river; Twenty-fifth to nineteen Spring Garden street; Twenty-fifth to Twenty-sixth on Biddle street.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS
FOR THE YEAR.

November, 1867.....	282,403	June, 1868.....	363,152
December, 1867.....	255,248	July, 1868.....	345,474
January, 1868.....	260,542	August, 1868.....	322,577
February, 1868.....	214,464	September, 1868.....	330,163
March, 1868.....	249,995	October, 1868.....	336,987
April, 1868.....	312,198		
May, 1868.....	334,030	Total	<u>3,607,233</u>

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs of road bed and railway.....	\$13,863 65
Taxes on real estate.....	4,721 55
Total.....	<u>18,585 20</u>

Operating the road :

On account of horses.....	\$18,542 50
Harness and repairs.....	1,568 15
Repairs to cars.....	12,024 61
Horse shoeing.....	7,464 90
Hay and feed.....	59,396 05
Office expenses, stationery and depot expenses....	7,316 87
Salaries.....	1,943 67
Insurance : Included in expenses.	
Watchmen, switchmen, hostlers, pay-roll.....	18,117 98
General expenses of stable: Included in hostlers and pay-roll.	

Conductors and drivers.....	\$48,746 36
Fluid, fuel, oil and gas, (remainder in depot expenses,)	381 07
Damages for injuries of persons.....	595 77
 Total.....	 <u>176,097 93</u>

RECEIPTS.

Months.	From passengers.	Rent.	Manure.	Other sources.	Total.
November, 1867.....	\$18,356 23	.....	\$676 00	\$5,870 96	\$24,903 19
December, 1867.....	16,591 11	\$115 00	208 00	1,253 16	18,167 27
January, 1868.....	16,935 26	100 00	.....	208 00	17,243 26
February, 1868.....	13,940 17	10 00	375 00	1,102 00	15,427 17
March, 1868.....	16,249 70	.....	.....	543 50	16,793 20
April, 1868.....	19,443 91	100 00	522 60	1,275 00	21,341 51
May, 1868.....	21,712 00	50 00	.....	667 00	22,429 00
June, 1868.....	23,604 88	.....	375 00	1,227 48	25,207 36
July, 1868.....	22,455 86	25 00	321 44	720 00	23,522 30
August, 1868.....	20,967 51	25 00	890 50	1,350 00	23,233 01
September, 1868.....	21,460 65	45 00	103 09	946 64	22,555 38
October, 1868.....	21,904 19	25 00	51 62	457 50	22,438 31
Total.....	233,621 47	495 00	3,523 25	15,621 24	253,260 96
Equipment.....	.....	.....	.....	.....	9,568 00
Grand total.....	.....	.....	.....	.....	<u>262,828 96</u>

Summary of payments:

For maintaining and operating the road.....	180,547 88
For interest.....	10,248 00
New passenger cars and horses, (10 horses increase,)	1,500 00
For miscellaneous.....	23,173 24
For State tax on capital stock and tonnage.....	2,230 11
For United States tax.....	5,878 73
 Total.....	 <u>223,577 96</u>

ACCIDENTS.

	Killed.	Injured.
Passengers.....	0	1
Employees.....	0	1
Others.....	2	0
 Total.....	 <u>2</u>	 <u>2</u>

The following is a statement of the date of each accident, the place where it occurred, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows:

1868.

June 8. Margaret Dally, injured about head on Haverford road, caused by brake of car giving away while on a down grade; not serious.

August 2. Chas. Miller, leg injured on Lancaster avenue; not serious.

September 1. James H. Snile, killed while attempting to cross street in front of car; run under the horses, on Twenty-second street.

September 2. Catharine Dain, killed while attempting to cross in front of the horses, with a child in arms, at the west end of the wire bridge; car being on a down grade.

In all the above cases the company being exonerated from all blame.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Alfred G. Saker, 210 Chestnut street	Philadelphia.
Chas. H. Cummings, south-east corner Water and Race streets	Philadelphia.
E. Henry Thouron, 2003 Arch street	Philadelphia.
Wm. H. Dowers, 416 Commerce street.....	Philadelphia.
Wm. H. Gregg, 18 South Front street.....	Philadelphia.
Chas. Lennig, President, No. 112 South Front street.....	Philadelphia.
Chas. P. Hastings, Secretary, 2562 Callowhill street.....	Philadelphia.
Chas. P. Hastings, Treasurer, 2562 Callowhill street.....	Philadelphia.

(No. 109.)

LOMBARD AND SOUTH STREET.

STATE OF PENNSYLVANIA, } ss:
 Philadelphia County, }

Personally appeared Thomas L. Lawson, president, and Thomas S. Harris, treasurer, of the Lombard and South Street Passenger railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) THOS. L. LAWSON, *President.*
 THOMAS S. HARRIS, *Treasurer.*

Sworn and subscribed before me, this }
 10th day of November, 1868. }

JOHN WHITE, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$500,000 00
Amount of stock subscribed	250,000 00
Amount paid in as by last report	90,000 00
Total amount now paid in of capital stock	90,000 00
Funded debt, as per last report	60,200 00
Total amount now of funded debt	62,500 00
Floating debt, as by last report	7,900 00
The amount now of floating debt	10,500 00
Total amount now of floating and funded debt	73,000 00
Average rate per cent. per annum of interest on funded debt	7 per cent.
Date and rate per cent. per annum of dividend or dividends	None.
Number of shares of stock	10,000
Par value of each share	\$25 00
Amount paid in on each share	9 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment	<u>\$162,957 28</u>	<u>\$165,627 28</u>

CHARACTERISTICS OF ROAD.

Length of road laid	$4\frac{51}{100}$ miles.
Length of double track, including sidings	$\frac{69}{100}$ "
Gauge of road	5 ft. 2 in.
Weight of rail per yard on main track	45 pounds.
Number of car houses, shops and stables	2
Number of depots	1
Number of first class passenger cars, (two horses,)	18
Average value of each	\$700 00
Number of second class passenger cars, (one horse,)	None.
Number of passengers that may be seated in each car	20
Number of other cars	1
Number of horses owned by the company	113
Average value of each, including harness	\$100 00
Number of mules owned by the company	None.
Value of real estate held, exclusive of road way ..	\$30,000 00
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	5
Number of trips each day	210
How is track laid, and on what foundation? Gravel, white pine stringers and cross-ties.	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: Commences at the United States arsenal, on the Schuylkill river; thence along Sutherland avenue to South street; thence along Chippeway street to Lombard street, down Lombard to Front, along Front to Dock, down Dock to Delaware avenue; thence return by Dock and Front to South street; thence westward along South to Chippeway. It connects with all roads running north and south in the city.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS
FOR THE YEAR.

Total	1,300,000
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EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs of road bed and railway	\$506 10
Taxes on real estate	386 15
Total	<u>892 25</u>

Operating the road:

On account of horses	\$32 76
Harness and repairs	185 93
Repairs to cars	546 41
Horse shoeing and blacksmithing	2,656 00
Hay, feed and straw	21,619 58
Office expenses, stationery and depot expenses ...	557 98
Salaries and wages	26,045 78
Insurance	450 75
Watchmen, switchmen, hostlers, pay-roll, general expenses of stable, conductors and drivers: In wages account.	
Flued, fuel, oil and gas	389 48
Damages for injuries of persons	114 50
Total	<u>55,842 41</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders	None.
From sale of bonds	\$2,300 00
From other sources	2,841 58
Total	<u>5,141 58</u>

RECEIPTS.

Months.	From passengers.	Manure.	Other sources.	Total.
November, 1867.....	\$5, 284 00	.....	.....	.....
December, 1867.....	4, 680 32	.....	.....	.....
January, 1868.....	, 333 08	.....	.....	.....
February, 1868.....	3, 041 67	.....	.....	.....
March, 1868.....	3, 689 28	.....	.....	.....
April, 1868.....	4, 568 22	.....	.....	.....
May, 1868.....	5, 558 51	.....	.....	.....
June, 1868.....	6, 128 17	.....	.....	.....
July, 1868.....	7, 100 20	.....	.....	.....
August, 1868.....	6, 770 79	.....	.....	.....
September, 1868.....	6, 630 06	.....	.....	.....
October, 1868.....	6, 160 84	.....	.....	.....
Total.....	63, 945 14	\$1, 266 00	\$5, 141 58	\$70, 352 72

Summary of payments:

For construction.....	\$2,770 00
For maintaining and operating the road.....	56,734 66
For interest.....	5,513 08
For miscellaneous.....	2,923 79
For State tax on capital stock and tonnage.....	283 50
For United States tax.....	1,708 94
Total.....	<u>69,933 97</u>

ACCIDENTS.

	Killed.	Injured.
Others.....	<u>1</u>	<u>1</u>

The following is a statement of the date of each accident, the place where it occurred, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows:

April 11. James Fury had his foot hurt by a car, at Eighth and South streets; injury slight.

May 31, 1868. A boy was run over at South street, below Fifth, and died from his injuries.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Thomas L. Lawson	Philadelphia.
Moses A. Dropsie	Philadelphia.
Wm. B. Mann.....	Philadelphia.
John L. Lawson	Philadelphia.
Thomas Sappington.....	Philadelphia.
Thomas L. Lawson, President	Philadelphia.
Thomas S. Harris, Secretary and Treasurer.....	Philadelphia.

(No. 110.)

OAKLAND AND EAST LIBERTY.

STATE OF PENNSYLVANIA, }
Allegheny County, } ss:

Personally appeared Clermner Hoeveler, acting president, of the Oakland and East Liberty Passenger railway company, and in due form of law made oath, that the statements in the within report are true, to the best of his knowledge and belief.

(Signed) C. HOEVELER, *Acting President.*

Sworn and subscribed before me, this }
 1st day of November, 1868. }

J. DONALDSON, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$100,000 00
Amount of stock subscribed	59,500 00
Amount paid in as by last report	All.
Total amount now paid in of capital stock	59,500 00
Funded debt as per last report	57,718 42
Total amount now of funded debt	17,000 00
Floating debt, as by last report	880 75
The amount now of floating debt	43,094 50
Total amount now of floating and funded debt	60,094 50
Average rate per cent. per annum of interest on funded debt	7
Date and rate per cent, per annum of dividend or dividends	None.
Number of shares of stock	1,190
Par value of each share	\$50 00
Amount paid in on each share	All.
Amount of capital on which the respective divi- dends were declared	None.

COST OF ROAD AND EQUIPMENT.

	By present report.
Construction	\$87,017 21
Equipment.....	18,410 00
Total cost.....	<u>105,457 21</u>

CHARACTERISTICS OF ROAD.

Length of road laid.....	5 miles.
Length of double track, including sidings.....	2 $\frac{1}{4}$ "
Gauge of road.....	5 $\frac{1}{2}$ feet.
Weight of rail per yard on main track.....	43 lbs.
Number of car houses, shops and stables: 1 car house, 2 stables and 2 shops.	
Number of depots	1
Number of first class passenger cars, (two horses,)	13
Average value of each.....	800 00
Number of second class passenger cars, (one horse,)	None.
Average value of each	None.
Number of passengers that may be seated in each car	16
Number of other cars: 8 sleighs, 4 wagons, 2 carts, 1 salt car.	
Number of horses owned by the company.....	73
Average value of each, including harness.....	\$100 00
Number of mules owned by the company	2
Value of real estate held, exclusive of road way..	\$15,000 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage.....	2,000 lbs.
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	4 miles.
Number of trips each day	88
How is track laid and on what foundation? On ties and string pieces.	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: From Market street down Fourth avenue to Grant, Grant to Diamond, Diamond to Fifth street, to Fifth avenue and Farmers' and Mechanics' turnpike to East Liberty.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR
THE YEAR.

November, 1867.....	43,579	June, 1868.....	77,660
December, 1867.....	48,120	July, 1868.....	85,543
January, 1868.....	47,881	August, 1868.....	88,260
February, 1868.....	45,713	September, 1868.....	74,556
March, 1868.....	51,828	October, 1868.....	68,101
April, 1868.....	52,586		
May, 1868.....	66,930	Total.....	<u>750,757</u>

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs of road bed and railway.....	\$747 32
Repairs of buildings.....	200 00
Taxes on real estate.....	180 14
Total.....	<u>1,127 46</u>

Operating the road :

On account of horses.....	\$1,175 00
Harness and repairs.....	150 00
Repairs to cars.....	1,354 93
Horse shoeing.....	201 00
Hay and feed.....	14,066 69
Office expenses, stationery and depot expenses....	700 00
Salaries: Included in pay-roll.	
Insurance.....	822 50
Watchmen, switchmen, hostlers, pay-roll.....	11,984 69
General expenses of stable.....	1,109 67
Conductors and drivers.....	11,126 29
Fluid, fuel, oil and gas.....	232 21
Damages for injuries of persons.....	None.
Total.....	<u>42,922 98</u>

Receipts on construction and equipment account :

From stockholders, sale of bonds and other sources,	<u>None.</u>
-----------------------------------------------------	--------------

RECEIPTS.

Months.	From passengers.	Manure.	Total.
November, 1867.....	\$3, 832 69		
December, 1867.....	3, 127 78		
January, 1868.....	3, 112 29		
February, 1868.....	2, 971 39		
March, 1868.....	3, 350 83		
April, 1868.....	3, 418 09		
May, 1868.....	4, 350 49		
June, 1868.....	5, 048 31		
July, 1868.....	5, 560 32		
August, 1868.....	5, 734 26		
September, 1868.....	4, 846 15		
October, 1868.....	4, 426 62	\$150	
Total	49, 779 22	150	\$49, 929 22

Summary of payments:

For construction.....	\$3,413 25
For maintaining and operating the road	44,050 44
For dividends	None.
For horses.....	1,175 00
For payment of taxes on personal property: In- cluded in maintaining the road.	
For United States tax.....	1,290 53
Total.....	<u>49,929 22</u>

ACCIDENTS.

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
C. Hoeveler	East Liberty.
P. A. Madaira.....	Pittsburg.
Thomas Mellon	East Liberty.
F. De Haan.....	Pittsburg.
C. Hoeveler, Acting President.....	Pittsburg.
F. De Haan, Secretary and Treasurer.....	Pittsburg.

(No. III.)

PEOPLE'S STREET.

STATE OF PENNSYLVANIA, }
Luzerne County, } ss:

Personally appeared James Blair, president, and Alfred Hand, treasurer, of the People's Street railway company of Luzerne county, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) JAMES BLAIR, *President.*

ALFRED HAND, *Treasurer.*

Sworn and subscribed before me, this }
 5th day of November, 1868. }

ISAAC J. POST, *N. P.*

MEMORANDA.—On the 10th day of June, 1868, by certificate and copy of agreement filed in the office of the Secretary of the Commonwealth, the Scranton and Providence Passenger railway company became merged into the People's Street railway company of Luzerne county.

STOCK AND DEBT.

Capital stock as authorized by law, (with privilege of increasing; and by merger of the Scranton and Providence Passenger railway, to \$30,000 00 additional, with privilege of increase necessary to complete road,)	\$50,000 00
Amount of stock subscribed	109,100 00
Amount paid in as by last report.....	34,800 00
Total amount now paid in of capital stock.....	104,028 45
Funded debt, as per last report.....	None.
Total amount now of funded debt.....	None.
Floating debt, as by last report.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt....	None.
Average rate per cent. per annum of interest on funded debt	None.

Date and rate per cent. per annum of dividend or dividends: March 6, 1868, 15 per cent. on	\$34,800 00
Number of shares of stock.....	1,040
Par value of each share	\$100 00
Amount paid in on each share	100 00
Amount of capital on which the respective dividends were declared	<u>34,800 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$29,621 24	\$97,198 88
Equipment	5,178 76	13,707 73
Total cost.....	<u>34,800 00</u>	<u>110,906 61</u>

MEMORANDA.—In the foregoing construction account is included a loan of \$5,000 to the city of Scranton, appropriated to assist in building the bridge across the Lackawanna river.

CHARACTERISTICS OF ROAD.

Length of road laid.....	9 miles.
Length of double track, including sidings.....	800 feet.
Gauge of road.....	4 feet 8½ in.
Weight of rail per yard on main track	25 pounds.
Number of car houses, shops and stables.....	5
Number of depots	None.
Number of first class passenger cars, (two horses,)	5
Average value of each	\$1,100 00
Number of second class passenger cars, (one horse,)	3
Average value of each	\$500 00
Number of passengers that may be seated in each car; In double car, 24; single car, 16.	
Number of other cars	4
Number of horses owned by the company.....	30
Average value of each, including harness.....	\$200 00
Number of mules owned by the company	None.
Value of real estate held, exclusive of road way ..	\$9,000 00

Average weight in pounds of passenger cars, exclusive of passengers and baggage: Large, 4,800; small, 3,900.

Average rate of speed adopted by passenger cars, including stops, (miles per hour,) 7 miles.

Number of trips each day: Average..... 15

How is track laid and on what foundation? Ties, earth and gravel.

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: From the depot of the Delaware, Lackawanna and Western railroad company, as follows, viz: The Providence line runs through Lackawanna and Wyoming avenues to Mulberry street; thence to Penn avenue, and along same to Carbon street; thence by the old plank road to Providence. The Green Ridge line runs through Lackawanna and Penn avenues, to the line of Dunmore borough; thence along side of the Delaware and Hudson railroad to Sixth street, at Green Ridge depot, on the Lehigh and Susquehanna railroad; thence along Sixth street, yet unfinished. The Dunmore line runs through Lackawanna avenue to Jefferson avenue; thence through Jefferson avenue to Bank street; thence through Bank street to Madison avenue, along same to a point beyond Vine street; thence diagonally to the old Dunmore road, along the same to the old poor house, at which point the road branches to the Dunmore Corners and plane No. 6, on the Pennsylvania coal company's railroad. The Hyde Park line runs through Lackawanna avenue to and across the Lackawanna bridge; thence to the track of the Delaware, Lackawanna and Western railroad company, crossing at grade; thence by a detour into and along Wyoming avenue, in Hyde Park; thence diagonally to Jackson street, and along the same to Main street.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR
THE YEAR.

Months.	Providence line.	Green Ridge.	Dunmore.	Hyde Park.
November, 1867.....	10, 115			
December, 1867.....	7, 237			
January, 1868.....	7, 125			
February, 1868.....	6, 030			
March, 1868.....	7, 761			
April, 1868.....	8, 804			
May, 1868.....	10, 634	1, 144		
June, 1868.....	13, 125	3, 204		
July, 1868.....	13, 928	4, 388	4, 675	
August, 1868.....	12, 715	4, 356	6, 916	1, 249
September, 1868.....	13, 079	2, 881	6, 945	8, 077
October, 1868.....	15, 593	196	6, 813	8, 202
Total.....	126, 146	16, 169	25, 349	17, 528
Total on all lines.....				185, 192

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs of road bed and railway: Included in construction; nothing being as yet chargeable to repairs.

Repairs of buildings None.

Taxes on real estate..... None as yet.

Operating the road:

On account of horses, harness and repairs, repairs to cars, horse shoeing, hay and feed, office expenses, stationery, depot expenses, salaries, insurance, watchmen, switchmen, hostlers, pay-roll, general expenses of stable, conductors, drivers, fluid, fuel, oil and gas: Included in one account, as expense account \$10,283 36

Damage for injuries of persons..... None.

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders \$68,198 45

From sale of bonds: No bonds issued.

From other sources 5,220 00

Total 73,418 45

RECEIPTS.

Months.	From passengers.	Rent.	Other sources.	Total.
November, 1867	\$847 47			\$847 47
December, 1867	626 80			626 80
January, 1868	516 85			516 85
February, 1868	469 38			469 38
March, 1868	654 73		\$5 00	659 73
April, 1868	695 10			695 10
May, 1868	1,054 50			1,054 50
June, 1868	1,377 60			1,377 60
July, 1868	2,224 79			2,224 79
August, 1868	2,330 44	\$17 20		2,347 64
September, 1868	2,560 40		30 00	2,590 40
October, 1868	2,497 78		95 00	2,592 78
Total				16,003 04

Summary of payments :

For construction	\$62,978 68
For maintaining and operating the road	9,753 91
For dividends	5,220 00
For new passenger cars and horses	5,592 62
For payment for taxes on personal property	14 40
For miscellaneous	142 75
For payments made to surplus funds, (loans to city of Scranton,)	5,800 10
For State tax on capital stock and tonnage	133 13
For United States tax	239 17
Total	<u>89,874 76</u>
Total amount of surplus fund	<u>\$5,346 83</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
James Blair	Scranton, Pa.
Sanford Grant	Scranton, Pa.
Theodore F. Hunt	Scranton, Pa.
David Howell	Hyde Park.
Alfred Hand	Scranton, Pa.
Joseph H. Scranton	Scranton, Pa.
John B. Smith	Dunmore, Pa.
Ira Tripp	Scranton, Pa.
Wm. W. Winter	Providence, Pa.
James Blair, President	Scranton, Pa.
Alfred Hand, Secretary and Treasurer	Scranton, Pa.

(No. 112.)

PHILADELPHIA CITY.

STATE OF PENNSYLVANIA, }
 _____ County, } ss:

Personally appeared Coffin Colket, president, and W. W. Colket, treasurer, of the Philadelphia City Passenger railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) C. COLKET, *President.*

WM. W. COLKET, *Treasurer.*

Sworn and subscribed before me, this }
 _____ day of November, 186-. }

J. R. MASSEY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$750,000 00
Amount of stock subscribed.....	750,000 00
Amount paid in as by last report.....	225,000 00
Total amount now paid in of capital stock	225,000 00
Funded debt, as per last report.....	150,000 00
Total amount now of funded debt.....	200,000 00
Floating debt, as by last report.....	61,911 43
The amount now of floating debt.....	21,264 71
Total amount now of floating and funded debt....	221,264 71
Average rate per cent. per annum of interest on funded debt.....	6 per cent.
Date and rate per cent. per annum of dividend or dividends: January 14, \$1 50 per share; July 16, \$1 50 per share.	
Number of shares of stock.....	15,000
Par value of each share	\$50 00
Amount paid in on each share.....	15 00
Amount of capital on which the respective divi- dends were declared.....	750,000 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$346,193 88	\$355,547 16
Equipment.....	90,717 55	90,717 55
	<hr/>	<hr/>
Total cost.....	436,911 43	446,264 71
	<hr/>	<hr/>

CHARACTERISTICS OF ROAD.

Length of road laid.....	7 miles 363 ft.
Gauge of road.....	5 ft. 2 in.
Weight of rail per yard on main track: 56 lbs. for 4 miles, and 45 lbs. for 3 miles.	
Number of car houses, shops and stables: 1 car house, 2 shops, and 1 stable.	
Number of depots.....	1
Number of first class passenger cars, (two horses,)	46
Average value of each.....	\$800 00
Number of passengers that may be seated in each car	20
Number of other cars.....	2
Number of horses owned by the company.....	271
Average value of each, including harness.....	\$100 00
Number of mules owned by the company.....	9
Average weight in lbs. of passenger cars, exclu- sive of passengers and baggage.....	3,700 lbs.
Average rate of speed adopted by passenger cars, including stops, (miles per hour,) about.....	5 miles.
Number of trips each day per car.....	9
How is track laid, and on what foundation? On string pieces and cross-ties, with gravel founda- tion.	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: From Forty-second and Chestnut, on Chestnut to Front, down Front to Walnut, out Walnut to Twenty-second street, up Twenty-second to Chestnut, and on Chestnut to Forty-first street. The Green and Coates and Germantown Passenger railway companies use the track on Walnut

street, between Fourth and Eighth streets, to form a circuit with their roads.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS
FOR THE YEAR.

November, 1868	332, 409	June, 1868.....	392, 219
December, 1868.....	352, 022	July, 1868.....	360, 174
January, 1868.....	334, 657	August, 1868.....	332, 928
February, 1868.....	307, 665	September, 1868	351, 612
March, 1868.....	312, 918	October, 1868.....	370, 887
April, 1868.....	352, 219		
May, 1868.....	375, 698	Total	<u>4, 175, 418</u>

Number of miles run..... \$822,580

EXPENSES.

Maintaining the road or real estate of the corporation.

Repairs of road bed and railway.....	\$5,097 29
Taxes on real estate.....	845 39
Total.....	<u>5,942 68</u>

Operating the road:

On account of horses.....	\$9,307 02
Harness and repairs.....	1,206 35
Repairs to cars	7,572 17
Horse shoeing and other blacksmithing.....	7,891 84
Hay and feed	55,204 51
Straw	1,171 81
Office expenses, stationery and depot expenses....	1,552 13
Mules	140 00
Salaries	6,149 92
Insurance	1,192 50
Watchmen, switchmen, hostlers, pay-roll.....	72,558 15
General expenses of stable.....	6,319 96
Conductors and drivers: Included in pay-roll.	
Car license.....	1,900 00
Oil and gas	1,861 85
Engine and mill.....	2,165 31
Damages for injuries of persons.....	954 37
Total.....	<u>177,147 89</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From sale of bonds..... \$40,225 00

Months.	From pas- sengers.	Manure.	Other sources.
November, 1868	\$19,562 02	\$290 00	.....
December, 1868.....	20,728 88	382 00	\$672 00
January, 1868	19,831 65	273 00	400 00
February, 1868	17,879 45	277 00	62 50
March, 1868	18,388 40	284 00	150 00
April, 1868	20,755 85	290 00	375 00
May, 1868	21,956 98	285 00	87 50
June, 1868	22,904 01	285 00	150 00
July, 1868	21,029 15	285 00	150 00
August, 1868	19,213 13	285 00	.....
September, 1868.....	20,747 71	285 09	87 00
October, 1868.....	21,616 59	288 00	390 00
Total	244,613 82	3,509 00	2,434 00

Summary of payments:

For construction.....	\$9,353 28
For maintaining and operating the road.....	183,090 57
For interest.....	13,139 82
For dividends	45,000 00
For payment for taxes on personal property.....	696 26
For State tax on capital stock and income.....	3,407 00
For United States taxes.....	8,739 65
Total.....	<u>263,426 58</u>

ACCIDENTS.

KILLED—Others..... 2

The following is a statement of the date of each accident, the place where it occurred, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows:

1868.

May 15. A child; about two years old, at Thirty-sixth and Chestnut street, started to run across the track, and fell in front of car wheel, which passed over the body, instantly killing the child.

October 8. Andrew Devine, about eleven years old, fell in jumping off of the front platform of a car, the wheels of which passed over him.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Charles Wister.....	Germantown.
Zophar C. Howell.....	Philadelphia.
Geo. Williams.....	Philadelphia.
Amos Ellis.....	Philadelphia.
A. E. Dougherty.....	Philadelphia.
W. H. Kemble.....	Philadelphia.
Coffin Colket, President, 4130 Chestnut street.....	Philadelphia.
W. W. Colket, Sec. and Treas., 4130 Chestnut street.....	Philadelphia.

(No. 113.)

PHILADELPHIA AND DARBY.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared S. Gross Fry, president, and J. P. M'Fadden, treasurer *pro tem.*, of the Philadelphia and Darby railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) S. GROSS FRY, *President.*

J. P. M'FADDEN, *Treasurer pro tem.*

Sworn and subscribed before me, this }
 30th day of December, 1868. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$1,000,000 00
Amount of stock subscribed	160,000 00
Amount paid in as by last report	160,000 00
Total amount now paid in of capital stock	160,000 00
Funded debt, as per last report	89,000 00
Total amount now of funded debt	89,000 00
Floating debt, as by last report	None.
The amount now of floating debt	None.
Total amount now of floating and funded debt	89,000 00
Average rate per cent. per annum of interest on funded debt	7 per cent.
Date and rate per cent. per annum of dividend or dividends	4 per cent.
Number of shares of stock	8,000
Par value of each share	\$20 00
Amount paid in on each share	20 00
Amount of capital on which the respective divi- dends were declared	160,000 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Total cost.....	<u>\$250,419 53</u>	<u>\$250,419 53</u>

CHARACTERISTICS OF ROAD.

Length of road laid	5 miles, 255 ft.
Length of double track, including sidings	3,281 feet.
Gauge of road	5 ft. 2 in.
Weight of rail per yard on main track	43 pounds.
Number of car houses, shops and stables	3
Number of depots and stations	2
Number of first class passenger cars, (two horses,)	10
Average value of each	\$400 00
Number of second class passenger cars, (one horse,)	3
Average value of each	\$200 00
Number of passengers that may be seated in each car respectively	20 and 12
Number of other cars	1
Number of horses owned by the company	50
Average value of each, including harness	\$90 00
Number of mules owned by the company	None.
Average weight in pounds of passenger cars, exclu- sive of passengers and baggage	4,500
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	6
Number of trips each day	32 round trips.
How is track laid and on what foundation? String pieces supported by cross-ties under ground.	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: On the Philadelphia and Darby post-road, and Delaware County turnpike, from West Philadelphia to Darby, connecting in West Philadelphia with the Philadelphia City and the West Philadelphia railways; with the right to extend the road to any point along said post-road in the county of Delaware.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS
FOR THE YEAR.

Total.....	379,285
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EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs of road bed and railway.....	\$2,703 66
Taxes on real estate.....	183 04
Total.....	<u>2,886 70</u>

Operating the road:

On account of horses.....	\$1,735 00
Harness and repairs.....	83 12
Repairs to cars.....	525 10
Horse shoeing.....	1,019 26
Hay and feed.....	8,059 75
Office expenses, stationery and depot expenses....	300 08
Salaries.....	860 00
Insurance.....	45 50
Watchmen, switchmen, hostlers, pay-roll.....	5,895 72
General expenses of stable.....	3,192 98
Conductors and drivers.....	3,020 00
Fluid, fuel, oil and gas.....	208 36
Total.....	<u>24,944 87</u>

Receipts:

From passengers.....	\$37,928 52
From rent.....	45 00
From manure.....	575 00
From United States mail and other sources.....	1,825 12
Total.....	<u>40,373 64</u>

Summary of payments:

For maintaining and operating the road.....	\$27,831 57
For interest.....	5,635 61

For dividends	\$6,400 00
For United States tax.....	919 99
Total.....	<u>40,787 17</u>

ACCIDENTS.

No accidents.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Charles Thompson.....	Reeseville, Pa.
J. P. M'Fadden, Fifteenth and Tioga.....	Philadelphia.
C. Colket, 1336 Spring Garden.....	Philadelphia.
A. L. Bonnafin, Sixtieth street and Darby road.....	Philadelphia.
L. Keegan, 2318 Ashburton street	Philadelphia.
W. C. Foster, 1330 Rodman street	Philadelphia.
S. Gross Fry, President, Twenty-first and Green.....	Philadelphia.
Charles Thompson, Vice President.....	Reeseville, Pa.
J. P. M'Fadden, Se'y and Treas'r <i>pro tem.</i> , 15th and Tioga,	Philadelphia.

(No. 114.)

PHILADELPHIA AND GRAY'S FERRY.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared S. Gross Fry, president, and J. P. M'Fadden, treasurer *pro tem.*, of the Philadelphia and Gray's Ferry Passenger railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) S. GROSS FRY, *President.*

J. P. M'FADDEN, *Treasurer pro tem.*

Sworn and subscribed before me, this }
 30th day of December, 1868. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$1,000,000 00
Amount paid in as by last report.	285,307 00
Total amount now paid in of capital stock	285,307 00
Funded debt, as per last report.	None.
Total amount now of funded debt	5,500 00
Floating debt, as by last report	None.
The amount now of floating debt	None.
Total amount now of floating and funded debt ...	5,500 00
Average rate per cent. per annum of interest on funded debt	7 per cent.
Date and rate per cent. per annum of dividend or dividends: January 6, 1868, 4 per cent.; July 2, 3 per cent.	
Number of shares of stock	11,391
Par value of each share	\$50 00
Amount paid in on each share	25 00
Amount of capital on which the respective divi- dends were declared	283,525 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Total cost.....	<u>\$286,583 36</u>	<u>\$293,548 14</u>

CHARACTERISTICS OF ROAD.

Length of road laid, (Gray's Ferry to Exchange and return,)	7 miles.
Length of double track, including sidings.....	1½ "
Gauge of road.....	5 ft. 2 in.
Weight of rail per yard on main track.....	45 pounds.
Number of car houses, shops and stables.....	3
Number of depots.....	1
Number of first class passenger cars, (two horses,)	25
Average value of each.....	\$600 00
Number of second class passenger cars, (one horse,)	3
Average value of each.....	\$200 00
Number of passengers that may be seated in each car: 20 and 12, respectively.	
Number of other cars.....	3
Number of horses owned by the company.....	140
Average value of each, including harness.....	\$90 00
Value of real estate held, exclusive of road way...	40,000 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage.....	4,000 pounds.
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	5
Number of trips each day: Main line, 210: Gray's Ferry, 48; Fairmount, 42.	
How is track laid, and on what foundation? White pine string pieces on cross-ties.	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: Main line: From depot, at Twenty-second and Spruce streets to Exchange, via. Spruce and Third streets; returning via. Walnut, Dock, Second, Pine and Twenty-second. Gray's Ferry: From depot, along Twenty-second, South and Gray's Ferry road; returning via. Gray's Ferry road and Twenty-third street. Fairmount: From depot, along Twenty-

third, Callowhill and Twenty-fifth to Fairmount; returning via. Twenty-fifth, Hamilton and Twenty-second to depot. This branch is leased from the Schuylkill River railroad company.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS
FOR THE YEAR.

Total, (estimated,)	1,700,000
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EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs of road bed and railway	\$1,347 63
Taxes on real estate	625 12
Total	<u>1,972 75</u>

Operating the road :

On account of horses	\$6,695 00
Harness and repairs	147 13
Repairs to cars	1,859 44
Horse shoeing	2,545 94
Hay and feed	23,951 74
Office expenses, stationery and depot expenses ...	661 80
Salaries	2,200 00
Insurance	135 00
Watchmen, switchmen, hostlers, pay-roll	7,483 93
General expenses of stable	118 22
Conductors and drivers	19,312 75
Fluid, fuel, oil and gas	522 80
Total	<u>65,633 75</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From sale of bonds	\$5,500 00
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Receipts:

From passengers	\$83,546 54
From rent	500 00

From manure	\$1,765 37
From other sources	1,830 81
Total.....	<u>87,642 72</u>

Summary of payments:

For construction and equipment.....	\$6,964 78
For maintaining and operating the road	67,606 50
For dividends	19,543 29
For State tax on capital stock and tonnage.....	1,671 42
For United States tax.....	<u>2,090 91</u>

ACCIDENTS.

No accidents whatever.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
John P. M'Fadden, Fifteenth and Tioga streets	Philadelphia.
O. Hopkinson, 1424 Spruce street	Philadelphia.
C. F. Norton, 1521 Arch street	Philadelphia.
John Wanamaker, Sixth and Market.....	Philadelphia.
Edgar E. Petit, 138 South Sixth street.....	Philadelphia.
Lewis Blaylock, 1607 Mount Vernon street.....	Philadelphia.
S. Gross Fry, Pres't, N. W. cor. Green and Twenty-first streets,	Philadelphia.
J. P. M'Fadden, Sec'y and Treas. <i>pro tem.</i> , Fifteenth and Tioga,	Philadelphia.

(No. 115.)

PITTSBURG, ALLEGHENY AND MANCHESTER.

STATE OF PENNSYLVANIA, }
Allegheny County, } ss:

Personally appeared W. J. Kountz, president, and C. M. Seibert, treasurer, of the Pittsburgh, Allegheny and Manchester Passenger railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) W. J. KOUNTZ, *President.*
 C. M. SEIBERT, *Treasurer.*

Sworn and subscribed before me, this }
 14th day of November, 1868. }

J. DONALDSON, *J. P.*

STOCK AND DEBT.

Amount of stock subscribed.....	\$200,000 00
Amount paid in as by last report.....	110,000 00
Total amount now paid in of capital stock.....	124,000 00
Funded debt, as per last report.....	35,000 00
Total amount now of funded debt.....	23,000 00
Floating debt, as by last report.....	24,916 79
The amount now of floating debt.....	16,950 00
Total amount now of floating and funded debt....	39,950 00
Average rate per cent. per annum of interest on funded debt.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends: Stock dividend, November 1, 1868, of 7 per cent.; no cash dividend.	
Number of shares of stock.....	4,000
Par value of each share.....	\$50 00
Amount paid in on each share.....	31 00
Amount of capital on which the respective divi- dends were declared.....	<u>200,000 00</u>

COST OF ROAD AND EQUIPMEET.

	By last report.	By present report.
Construction.....	\$88,010 56	\$88,338 42
Equipment	58,884 54	54,785 00
Total	<u> </u>	<u>143,123 42</u>

CHARACTERISTICS OF ROAD.

Length of road laid.....	4 $\frac{3}{4}$ miles.
Length of double track, including sidings.....	3 $\frac{1}{2}$ "
Gauge of road.....	5 ft. 2 in.
Weight of rail per yard on main track.....	45 pounds.
Number of car houses, shops and stables.....	2 each.
Number of depots.....	3
Number of first class passenger cars, (two horses,).....	28
Average value of each	\$1,000 00
Number of passengers that may be seated in each car	22
Number of other cars	1 salt car.
Number of horses and mules owned by the company,.....	153
Average value of each, including harness.....	\$150 00
Value of real estate and buildings held, exclusive of roadway	35,934 33
Average weight in pounds of passenger cars, exclusive of passengers and baggage.....	4,400
How is track laid and on what foundation? On pine stringers and ties; street foundation.	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: Main road: Starting from Sixth street, (late St. Clair street,) Pittsburg, across suspension bridge, along Federal, Allegheny city, to Ohio; along Ohio to Western avenue; along Western avenue to Bidwell street; down Bidwell to Ohio avenue; along said avenue to Beaver avenue; along Beaver to car house. The Rebecca street branch turns off Federal street, and intersects with main road corner of Ohio avenue and Beaver avenue. Troy Hill branch turns off corner Federal and Ohio street, along Ohio to car house, near Chestnut street.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS
FOR THE YEAR.

November, 1867.....	189,530	June, 1868.....	208,055
December, 1867.....	186,310	July, 1868.....	215,091
January, 1868.....	178,648	August, 1868.....	207,255
February, 1868.....	153,042	September, 1868.....	203,579
March, 1868.....	171,504	October, 1868.....	197,474
April, 1868.....	174,870		
May, 1868.....	199,241	Total	<u>2,284,598</u>

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs of road bed and railway	\$2,385 02
Repairs of buildings	183 81
Taxes on real estate.....	1,243 53
Total.....	<u>3,812 36</u>

Operating the road:

On account of horses.....	\$3,821 50
Harness and repairs.....	139 73
Repairs to cars.....	7,941 56
Horse shoeing.....	1,708 85
Hay and feed.....	23,614 05
Office expenses and stationery.....	634 76
Salaries, pay-roll, conductors and drivers.....	52,445 41
Insurance.....	911 50
Fluid, fuel, oil and gas.....	483 24
Total.....	<u>91,700 60</u>

RECEIPTS.

Months.	From passen- gers.	Manure.	Other sources.	Total.
November, 1867	\$11,004 39			
December, 1867	10,789 41	\$105 00		
January, 1868	10,345 90			
February, 1868	8,795 64	58 33		
March, 1868	9,828 15	105 00		
April, 1868	10,338 28			
May, 1868	11,423 99			
June, 1868	12,014 93			
July, 1868	12,004 61	105 00		
August, 1868	12,463 81			
September, 1868	11,991 37	105 00		
October, 1868	11,510 06			
Total	132,510 54	478 33	\$277 50	\$133,266 37

Summary of payments :

For maintaining and operating the road	\$95,512 96
For interest	3,824 79
For new passenger cars and horses, and rent	368 54
For payment for taxes on personal property: See taxes on real estate.	
For bridge toll	5,000 00
For miscellaneous	23 18
For right of way	1,156 32
For State tax on capital stock and tonnage	700 00
For United States tax	3,037 35
Total	<u>109,623 14</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
W. J. Kountz	Allegheny city.
D. H. S. Gilmore	Allegheny city.
Chas. E. Speer	Allegheny city.
A. Ackley	Allegheny city.
C. M. Seibert	M'Clure twp.
W. J. Kountz	President.
C. M. Seibert	Secretary and Treasurer.

(No. 116.)

PITTSBURG AND BIRMINGHAM.

STATE OF PENNSYLVANIA, }
Allegheny County, } ss:

Personally appeared Wm. M. Hersh, president of the Pittsburg and Birmingham Passenger railway company, and in due form of law made oath, that the statements in the within report are true, to the best of his knowledge and belief.

(Signed) WM. M. HERSH, *President.*

Sworn and subscribed before me, this }
 31st day of December, 1868. }

AND. HUMBERT, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$100,000 00
Amount of stock subscribed.....	100,000 00
Amount paid in as by last report.....	76,000 00
Total amount now paid in of capital stock.....	82,000 00
Funded debt, as per last report.....	10,600 00
Total amount now of funded debt.....	10,600 00
Floating debt, as by last report.....	10,000 00
The amount now of floating debt.....	30,081 89
Total amount now of floating and funded debt....	40,681 89
Average rate per cent. per annum of interest on funded debt.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends: \$3 per share, credited to stock.	
Number of shares of stock.....	2,000
Par value of each share	\$50 00
Amount paid in on each share	41 00
Amount of capital on which the respective divi- dends were declared.....	\$100,000 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$61,521 18	\$85,328 92
Equipment	21,324 67	23,159 67
Total cost	<u>82,845 85</u>	<u>108,488 59</u>

CHARACTERISTICS OF ROAD.

Length of road laid.....	2 $\frac{6}{10}$ miles.
Length of double track, including sidings.....	2 $\frac{6}{10}$ “
Gauge of road.....	5 $\frac{2}{12}$ feet.
Weight of rail per yard on main track.....	45 pounds.
Number of car houses, shops and stables.....	1 each.
Number of depots.....	2
Number of first class passenger cars, (two horses,)	12
Average value of each	\$750 00
Number of passengers that may be seated in each car	18 and 20
Number of other cars: 1 salt and 1 feed car.	
Number of horses owned by the company.....	80
Average value of each, including harness.....	\$100 00
Value of real estate held, exclusive of road way..	27,071 83
Average weight in pounds of passenger cars, exclusive of passengers and baggage.....	4,000
Average rate of speed adopted by passenger cars, including stops, (miles per hour,) about	5
Number of trips each day	9 and 10
How is track laid, and on what foundation? Pine stringers and ties, on turnpike foundation.	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: Along Smithfield street, from Fifth street, to and across the Monongahela bridge to South Pittsburg; thence along Carson street, through the boroughs of South Pittsburg, Birmingham and East Birmingham.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS
FOR THE YEAR.

November, 1867	85,499	June, 1868	113,711
December, 1867.....	107,724	July, 1868	94,097
January, 1868.....	83,585	August, 1868.....	111,452
February, 1868	76,672	September, 1868	94,794
March, 1868.....	102,374	October, 1868	112,532
April, 1868.....	84,858		
May, 1868.....	89,874	Total.....	<u>1,157,122</u>

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs of road bed and railway	\$10,534 24
Taxes on real estate.....	419 24
Total.....	<u>10,953 48</u>

Operating the road:

Bridge toll.....	\$1,800 00
On account of horses.....	603 07
Harness and repairs.....	146 95
Repairs to cars.....	1,035 85
Horse shoeing.....	2,564 72
Hay and feed.....	14,125 32
Office expenses, stationery, depot and sundry ex- penses.....	1,480 74
Salaries.....	3,437 58
Insurance.....	577 50
Watchmen, switchmen, hostlers, pay-roll and gen- eral expenses of stable.....	6,050 36
Conductors and drivers.....	14,490 93
Fluid, fuel, oil and gas.....	641 78
Damages for injuries of persons.....	None.
Total.....	<u>46,954 80</u>
Total expenses.....	<u>\$57,908 28</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders and sale of bonds None.
 From other sources: Floating debt account.

RECEIPTS.

Months.	From passengers.	Rent.	Other sources.	Total.
November, 1867.....	\$5,202 18	\$173 38	Advertising, .....	.....
December, 1867.....	6,533 55	.....	\$200 00 .....	.....
January, 1868.....	5,071 24	.....	.....	.....
February, 1868.....	4,644 40	.....	.....	.....
March, 1868.....	6,207 06	.....	.....	.....
April, 1868.....	5,175 86	.....	.....	.....
May, 1868.....	5,469 65	.....	.....	.....
June, 1868.....	6,917 67	.....	.....	.....
July, 1868.....	5,726 56	.....	.....	.....
August, 1868.....	6,788 23	.....	.....	.....
September, 1868.....	5,761 81	.....	.....	.....
October, 1868.....	6,834 58	.....	.....	.....
Total.....	70,332 79	173 38	200 00	\$70,706 17

Summary of payments:

For construction.....	\$5,304 32
For maintaining and operating the road.....	57,908 28
For interest.....	1,342 00
For dividends: \$6,000, credited to stock.	
For new passenger cars and horses.....	1,835 00
For payment for taxes on personal property.....	953 76
For miscellaneous	333 82
For State tax on capital stock and income.....	720 49
For United States tax.....	2,308 50
Total.....	<u>70,706 17</u>

ACCIDENTS.

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Wm. M. Hersh.....	Pittsburg, Pa.
Wm. K. Nimick.....	Pittsburg, Pa.
M. W. Beltzhoover.....	Pittsburg, Pa.
B. F. Jones.....	Pittsburg, Pa.
John M'D. Crossan.....	Pittsburg, Pa.
Wm. M. Hersh.....	President.
W. K. Nimick.....	Secretary.
James H. Wright.....	Treasurer.

(No. 117.)

RIDGE AVENUE AND MANAYUNK.

STATE OF PENNSYLVANIA, }
 _____ County, } ss:

Personally appeared Charles Thomson Jones, president, and William W. Dickinson, treasurer, of the Ridge Avenue and Manayunk Passenger railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) CHARLES THOMSON JONES, *President*.
 WILLIAM W. DICKINSON, *Treasurer*.

Sworn and subscribed before me, this }
 24th day of December, 1868. }

JOSHUA S. FLETCHER, *Alderman*.

STOCK AND DEBT.

Capital stock as authorized by law	\$250,000 00
Amount of stock subscribed: 5,000 shares, less 180 forfeited for non-payment of instalments.	
Amount paid in as by last report, (less as above, 180 shares,)	118,000 00
Total amount now paid in of capital stock	120,500 00
Coupon bonds, 6 per cent.	15,000 00
Coupon bonds, 7 per cent.	48,300 00
Interest on bonds, (annual,)	4,281 00
Date and rate per cent. per annum of dividend or dividends	No dividends.
Number of shares of stock	4,820
Par value of each share	\$50 00
Amount paid in on each share	25 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$120,209 28	\$120,209 28
Equipment	59,426 31	59,426 31
Total cost.....	<u>179,635 59</u>	<u>179,635 59</u>

CHARACTERISTICS OF ROAD.

Length of road laid.....	4½ miles.
Length of double track, including sidings.....	3½ miles.
Gauge of road	5 feet 2 in.
Weight of rail per yard on main track: About ...	40 pounds.
Number of car houses, shops and stables.....	1 of each.
Number of depots	2
Number of first class passenger cars, (two horses,)	12
Average value of each, cost when new.....	\$800 00
Number of second class passenger cars, (one horse,)	None.
Number of passengers that may be seated in each car	24
Number of other cars	None.
Number of horses owned by the company.....	48
Average value of each, including harness.....	\$100 00
Number of mules owned by the company	None.
Value of real estate held, exclusive of road way:	
The company holds no real estate except the depot properties.	
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	6
Number of trips each day: 36; or each car.....	6
How is track laid and on what foundation? Principally on stone and plank.	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: East End road commences at Ridge and Columbia avenues, and running direct to Manayunk, on Ridge avenue, passing Glenwood, Laurel Hill, Mt. Vernon and Mount Peace cemeteries, the Falls of Schuylkill, Wis-sahickon, &c.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR
THE YEAR.

No account kept.

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs of road bed and railway	\$3,881 86
Taxes on real estate	350 00

Operating the road:

On account of horses	2,409 50
Harness and repairs	330 05
Repairs to cars	1,480 29
Horse shoeing	1,540 73
Hay and feed	14,578 82
Office expenses, stationery, depot expenses and salaries	3,396 20
Insurance	313 50
Conductors and drivers	6,257 20
Total	<u>34,538 15</u>

RECEIPTS FROM PASSENGERS.

November, 1867	\$3,318 14	June, 1868	\$4,329 71
December, 1867	1,953 96	July, 1868	3,645 78
January, 1868	2,101 20	August, 1868	4,345 89
February, 1868	1,206 27	September, 1868	3,576 47
March, 1868	1,918 89	October, 1868	3,596 82
April, 1868	2,647 92		
May, 1868	3,470 25	Total	<u>36,111 30</u>

Summary of payments :

Interest, ground rent	\$288 00
Payment for taxes on personal property	65 75
State tax on capital stock and U. S. tax	<u>1,749 83</u>

ACCIDENTS.

KILLED—Passengers	1
	=

The following is a statement of the date of each accident, the place where it occurred, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows :

Alfred Lukens was killed between the Falls of Schuylkill and the Wissahickon; he was partially intoxicated at the time; insisted upon remaining on the front platform of the car, though repeatedly requested to go in by the person in charge of the car; he finally seated himself on a board used by the driver as a seat; being a large heavy man the board broke, throwing him backward off the car, whilst in motion, on a bank; he rolled against the wheels and was so badly injured that he lived but a short time. It occurred on the night of the 25th of August, between eleven and twelve o'clock.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Theodore S. Derringer, No. 2007 Green st.....	Philadelphia.
James S. Chambers, No. 223 Church st.....	Philadelphia.
Samuel K. Ashton, No. 426 Walnut st.....	Philadelphia.
George W. Irwin, No. 144 North Fifteenth st.....	Philadelphia.
Mahlon H. Dickinson, No. 974 North Front st.....	Philadelphia.
Charles Thomson Jones, President, Fifth below Library st.,	Philadelphia.
William W. Dickinson, Sec'y and Treas., Cor. of Ridge and Columbia avenues.	

(No. 118.)

SCHUYLKILL RIVER.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared J. P. McFadden, president, and S. Gross Fry, treasurer, of the Schuylkill River Passenger railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) J. P. McFADDEN, *President.*
 S. GROSS FRY, *Treasurer.*

Sworn and subscribed before me, this }
 30th day of December, 1868. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$500,000 00
Amount of stock subscribed	500,000 00
Amount paid in as by last report	50,000 00
Total amount now paid in of capital stock	50,000 00
Funded debt, as per last report	None.
Total amount now of funded debt	None.
Floating debt, as by last report	None.
The amount now of floating debt	None.
Total amount now of floating and funded debt ...	None.
Number of shares of stock	10,000
Par value of each share	\$50 00
Amount paid in on each share	5 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Total cost	\$47,463 54	\$47,463 54

CHARACTERISTICS OF ROAD.

Length of road laid.....	3 $\frac{5}{5}$ $\frac{8}{2}$ $\frac{6}{8}$ $\frac{0}{0}$ miles.
Length of double track, including sidings	$\frac{3}{8}$ mile.
Gauge of road.....	5 ft. 2 in.
Weight of rail per yard on main track	44 pounds.
Number of depots	1
How is track laid and on what foundation? Usual way.	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: From depot of Philadelphia and Gray's Ferry Passenger railway company, at Twenty-second and Spruce, along Twenty-third, Callowhill and Twenty-fifth streets, to the entrance to Fairmount park, at foot of Green street; thence along Twenty-fifth, Hamilton, Twenty-second, Filbert, Twenty-third, Walnut and Twenty-second, to depot.

EXPENSES.

Operating the road:

The Schuylkill River railway is leased by the Philadelphia and Gray's Ferry Passenger railway company, and operated by them as a branch road.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
S. Gross Fry, 2101 Green street	Philadelphia.
A. W. Adolph, 906 Franklin street.	Philadelphia.
Wm. M. Farr, 1914 Spruce street	Philadelphia.
O. B. Evans, 600 North Tenth street	Philadelphia.
C. D. Norton, 1521 Arch street	Philadelphia.
Chas. Bloomingdale, 912 North Broad street	Philadelphia.
Jno. P. M'Fadden, President, Fifteenth and Tioga	Philadelphia.
A. W. Adolph, Secretary, 906 Franklin street.....	Philadelphia.
S. Gross Fry, Treasurer, Twenty-first and Green streets ...	Philadelphia.

(No. 119.)

SECOND AND THIRD STREET.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Jacob Binder, president, and E. Mitchell Cornell, treasurer, of the Second and Third Street Passenger railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) JACOB BINDER, *President.*

E. MITCHELL CORNELL, *Treasurer.*

Affirmed and subscribed before me, this }
 28th day of November, 1868. }

CHARLES SENIX, *Alderman.*

· STOCK AND DEBT.

Capital stock as authorized by law.....	\$961,100 00
Amount of stock subscribed.....	961,100 00
Amount paid in as by last report.....	438,642 00
Total amount now paid in of capital stock.....	573,387 25
Funded debt, as per last report.....	164,200 00
Total amount now of funded debt.....	109,300 00
Floating debt, as by last report.....	79,752 83
The amount now of floating debt.....	None.
Total amount now of floating and funded debt ...	109,300 00
Average rate per cent. per annum of interest on funded debt.....	7 per cent.
Date and rate per cent. per annum of dividend or divi- dends: January 13, 5 per cent.; July 15, 2 per cent.	
Number of shares of stock.....	19,242 00
Par value of each share.....	\$50 00
Amount paid in on each share: Average, nearly \$30 00.	
Amount of capital on which the respective divi- dends were declared: January, 1868, on \$641,400; July, 1868, on \$961,100.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$625,204 41	\$628,843 00
Total cost	<u> </u>	<u>628,843 00</u>

CHARACTERISTICS OF ROAD.

Length of road laid.....	29½ miles.
Length of double track, including sidings.....	3½ “
Gauge of road.....	5 ft. 2¼ in.
Weight of rail per yard on main track.....	45 lbs.
Number of car houses, shops and stables.....	5
Number of depots.....	2
Number of first class passenger cars, (two horses,).....	73
Average value of each.....	\$600 00
Number of second class passenger cars, (one horse,).....	3
Average value of each.....	\$200 00
Number of passengers that may be seated in each car.....	22
Number of other cars.....	12
Number of horses owned by the company.....	485
Average value of each, including harness.....	\$100 00
Number of mules owned by the company.....	1
Value of real estate held, exclusive of road way..	\$125,000 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage.....	4,500
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	6
Number of trips each day.....	461
How is track laid, and on what foundation? Tram rail, on wood stringers and cross-ties, on gravel foundation.	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: Commencing at Harrison street, on the Frankford and Bristol turnpike; thence south on said turnpike to Jefferson street; thence west to Second street; thence south to Mifflin street; thence west to Third street; thence

north to Germantown road ; thence north-west to Oxford street ; thence east to Front street ; thence north to Amber street ; thence north-east to Frankford and Bristol turnpike ; thence north to Mill street ; thence north-east to Paul street ; thence north-west to said turnpike, and thence north to place of beginning. Also, commencing on Bridge street, Bridesburg ; thence east to Richmond street ; thence south to Frankford road ; thence south-east to Maiden street ; thence east to Delaware avenue ; thence south to Coates street ; thence west to Second street ; thence south to Dock street ; thence west to Third street ; thence north to Brown street ; thence east to Beach street ; thence north to Manderson street ; thence west to Frankford road ; thence north-west to Girard avenue ; thence north-east to Norris street ; thence north-east to Richmond street ; thence north to Bridge street, and thence west to the place of beginning ; with a branch on Lehigh avenue, connecting with the Richmond depot, and also a branch on Second street, north from Oxford street to York street.

Have no connection with other roads.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS
FOR THE YEAR.

November, 1867	547,740	June, 1868.....	595,202
December, 1867.....	504,200	July, 1868.....	607,572
January, 1868.....	475,446	August, 1868.....	632,922
February, 1868.....	406,960	September, 1868.....	610,449
March, 1868.....	470,523	October, 1868.....	606,438
April, 1868.....	536,854		
May, 1868.....	564,842	Total	6,559,148
			<u><u> </u></u>

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs of road bed and railway.....	\$23,946 41
Repairs of buildings.....	550 77
Taxes on real estate.....	1,478 93
Total	<u><u>25,976 11</u></u>

Operating the road :

On account of horses.....	\$13,327 60
Harness and repairs.....	2,871 23

Repairs to cars.....	\$19,890 93
Horse shoeing.....	13,977 81
Hay and feed.....	104,018 72
Office expenses, stationery and depot expenses....	10,035 85
Salaries.....	6,819 99
Insurance.....	1,319 48
Watchmen, switchmen, hostlers, pay-roll.....	8,187 67
General expenses of stable.....	32,159 94
Conductors and drivers.....	81,169 63
Fluid, fuel, oil and gas.....	1,046 59
Damages for injuries of persons.....	232 69
Total.....	<u>295,058 13</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders.....	\$134,380 00
Total.....	<u>134,380 00</u>

RECEIPTS.

Months.	From pas- sengers.	Rent.	Manure.	Other sources.	Total.
November, 1867.....	\$31,964 53	.....	\$513 33	.....	.....
December, 1867.....	29,354 00	.....	517 83	.....	.....
January, 1868.....	27,627 80	.....	463 17	.....	.....
February, 1868.....	23,517 64	.....	515 50	.....	.....
March, 1868.....	27,331 39	.....	524 50	.....	.....
April, 1868.....	31,311 24	.....	413 90	.....	.....
May, 1868.....	32,990 54	.....	681 73	.....	.....
June, 1868.....	34,812 17	.....	514 56	.....	.....
July, 1868.....	35,554 34	.....	537 32	.....	.....
August, 1868.....	37,075 34	.....	552 57	.....	.....
September, 1868.....	35,726 98	.....	527 15	\$134,380 00	.....
October, 1868.....	35,486 29	\$700 00	523 90	494 00	.....
Total.....	382,751 26	700 00	6,285 46	134,874 00	\$524,610 72

Summary of payments :

For construction.....	\$3,638 59
For maintaining and operating the road	321,034 24
For interest	13,146 00
For dividends	51,308 00
For payment for taxes on personal property and city tax.....	7,107 50
For payments to loan account	98,752 19

For State tax on capital stock and tonnage.....	\$5,786 26
For United States tax.....	12,827 33
Total.....	<u>513,600 11</u>
Total amount of surplus fund, (cash on hand,)....	<u><u>\$25,060 65</u></u>

ACCIDENTS.

INJURED—Passengers.....	4
Others.....	1
Total.....	<u><u>5</u></u>

The following is a statement of the date of each accident, the place where it occurred, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows :

1868.

January 17. Jane Woodelton slightly injured ; in attempting to step off car fell in street.

June 18. Patrick Conell, a boy, arm broken ; caused by playing about the car whilst in motion.

July 4. A man, name unknown, fell off front platform while car was in motion and run over, causing fracture of leg. Cause intoxication.

October —. A lady, by the name of Mrs. Duff, slightly hurt ; fell in street stepping from car.

October 7. Mrs. Mathias slightly hurt ; same cause.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
John Horn.....	Philadelphia.
Robert F. Taylor.....	Philadelphia.
Israel Peterson.....	Philadelphia.
J. P. Steiner.....	Philadelphia.
B. F. Huddy.....	Philadelphia.
Wm. Anspach.....	Philadelphia.
A. J. Holman.....	Philadelphia.
Wm. Eisenberg.....	Philadelphia.
M. Hall Stanton.....	Philadelphia.
Joseph Moore.....	Philadelphia.
A. M. Fox.....	Philadelphia.
George M. Freeman.....	Philadelphia.
Jacob Binder, President.....	Philadelphia.
John B. Craven, Secretary.....	Philadelphia.
E. Mitchell Cornell, Treasurer.....	Philadelphia.

(No. 120.)

SEVENTEENTH AND NINETEENTH STREET.

STATE OF PENNSYLVANIA, } ss:
 ——— County,

Personally appeared J. E. Gillingham, president, and C. T. Yerkes, Jr., treasurer, of the Seventeenth and Nineteenth Street Passenger railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) J. E. GILLINGHAM, *President*.
 C. T. YERKES, JR., *Treasurer*.

Sworn and subscribed before me, this }
 9th day of January, 1869. }

W. W. DOUGHERTY, *Alderman*.

STOCK AND DEBT.

Capital stock as authorized by law	\$500,000 00
Amount of stock subscribed	500,000 00
Amount paid in as by last report.	130,000 00
Total amount now paid in of capital stock	130,000 00
The amount now of floating debt	37,408 11
Number of shares of stock	10,000
Par value of each share	\$50 00
Amount paid in on each share	13 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$114,368 06	\$114,368 06
Equipment		2,550 00
Total cost		116,918 06

CHARACTERISTICS OF ROAD.

Length of road laid	5 $\frac{62}{100}$ miles.
Length of double track, including sidings	None.

Gauge of road	5 ft. 2 in.
Weight of rail per yard on main track.....	55 pounds.
Number of car houses, shops and stables	3
Number of depots	1
Number of first class passenger cars, (two horses,)	15
Average value of each	\$600 00
Number of second class passenger cars, (one horse,)	2
Average value of each	\$300 00
Number of passengers that may be seated in each car	20
Number of other cars	3
Number of horses owned by the company.....	110
Average value of each, including harness	\$90 00
Value of real estate held, exclusive of road way..	45,000 00
Average weight in lbs. of passenger cars, exclusive of passengers and baggage	4,500
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	5½
Number of trips each day	12
How is track laid and on what foundation? String pieces, with cross-ties on gravel.	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: Down Master to Seventeenth; down Seventeenth to Carpenter, to Nineteenth; up Nineteenth to Master; connecting with all the east and west passenger roads crossing it.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS
FOR THE YEAR.

November, 1867.....	95,210	June, 1868	122,644
December, 1867.....	93,525	July, 1868.	116,650
January, 1868.	99,266	August, 1868.	113,255
February, 1868	88,887	September, 1868	123,495
March, 1868.....	98,576	October, 1868	130,000
April, 1868.....	108,612		
May, 1868.....	115,866	Total	1,305,986

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs of road bed and railway	\$2,969 81
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Operating the road:

On account of horses	\$3,488 85
Harness and repairs	617 17
Repairs to cars	2,190 42
Horse shoeing	3,244 90
Hay and feed	22,620 48
Office expenses, stationery, depot expenses and salaries	3,951 69
Insurance	390 55
Watchmen, switchmen, hostlers, pay-roll and general expenses of stable	6,784 19
Conductors and drivers	19,486 81
Fluid, fuel, oil and gas	164 05
Total	<u>62,939 11</u>

RECEIPTS.

Months.	From passengers.	Manure.	Total.
November, 1867	\$5,712 62	\$108 30	.....
December, 1867	5,611 53	113 75	.....
January, 1868	5,955 99	113 75	.....
February, 1868	5,333 20	111 50	.....
March, 1868	5,814 55	108 30	.....
April, 1868	6,516 74	113 75	.....
May, 1868	6,951 99	114 80	.....
June, 1868	7,358 62	115 90	.....
July, 1868	6,999 01	119 00	.....
August, 1868	6,795 32	119 00	.....
September, 1868	7,409 68	119 00	.....
October, 1868	7,800 16	238 00	.....
Total	78,259 41	1,495 05	\$79,754 46

Summary of payments:

For construction	\$3,976 05
For maintaining and operating the road	62,939 11
For interest	810 08
For dividends	221 08
For new passenger cars and horses	1,564 15
For payment for taxes on personal property	52 25
For miscellaneous	2,939 00
For State tax on capital stock and tonnage	438 02
For United States tax	2,086 84
Total	<u>75,026 58</u>

ACCIDENTS.

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Jos. E. Gillingham	Philadelphia.
Chas. T. Yerkes.....	Philadelphia.
Chas. T. Yerkes, Jr.....	Philadelphia.
David B. Garrison	Philadelphia.
Geo. J. Gross.....	Philadelphia.
B. T. Hart.....	Philadelphia.
Jos. E. Gillingham, President.. ..	Philadelphia.
Chas. T. Yerkes, Jr., Secretary and Treasurer.....	Philadelphia.

(No. 121.)

THIRTEENTH AND FIFTEENTH STREETS.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Sylvester J. Megargee, president, and Henry Haines, treasurer, of the Thirteenth and Fifteenth Streets Passenger railway company, and in due form of law made affirmation, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) S. J. MEGARGEES, *President.*
 HENRY HAINES, *Treasurer.*

Affirmed and subscribed before me, this }
 11th day of December, 1868. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$1,000,000 00
Amount of stock subscribed	997,700 00
Amount paid in as by last report	Uncertain.
Total amount now paid in of capital stock	Uncertain.
Funded debt, as per last report	None.
Total amount now of funded debt	None.
Floating debt, as by last report	None.
The amount now of floating debt	None.
Total amount now of floating and funded debt	None.
Average rate per cent. per annum of interest on funded debt	None
Date and rate per cent. per annum of dividend or dividends: 1 per cent. paid in January, 1868— \$9,977.	
Number of shares of stock	19,954
Par value of each share	\$50 00
Amount paid in on each share	Unknown.
Amount of capital on which the respective divi- dends were declared	<u>\$1,000,000 00</u>

COST OF ROAD AND EQUIPMENT.

Construction and equipment: The present managers cannot answer these queries.

CHARACTERISTICS OF ROAD.

Length of road laid.....	6 $\frac{1}{4}$ miles.
Length of double track, including sidings	900 feet.
Gauge of road.....	5 ft. 2 in.
Weight of rail per yard on main track	45 pounds.
Number of car houses, shops and stables.....	1 of each.
Number of depots.....	1
Number of first class passenger cars, (two horses,)	29
Average value of each	\$600 00
Number of second class passenger cars, (one horse,)	None.
Average value of each	None.
Number of passengers that may be seated in each car	20
Number of other cars	4
Number of horses owned by the company.....	170
Average value of each, including harness	\$125 00
Number of mules owned by the company	None.
Value of real estate held, exclusive of road way: \$103,700, incumbered to the amount of \$34,200.	
Average weight in lbs. of passenger cars, exclusive of passengers and baggage	4,800
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	5 $\frac{1}{2}$
Number of trips each day	214
How is track laid, and on what foundation? Pine cross-ties and stringers, on gravel.	

Describe the route of your road in detail, giving the streets occupied, and connection with other roads: On Thirteenth and Fifteenth streets, from Carpenter street to Columbia avenue; on Columbia avenue and Carpenter street from Thirteenth to Fifteenth street, and on Broad street from Carpenter street to Washington avenue.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS
FOR THE YEAR, (APPROXIMATED.)

November, 1867	216,065	June, 1868	231,967
December, 1867	216,480	July, 1868	208,653
January, 1868	207,010	August, 1868	208,328
February, 1868	180,880	September, 1868	232,887
March, 1868	193,902	October, 1868	250,708
April, 1868	207,534		
May, 1868	232,125	Total	<u>2,586,539</u>

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs of road bed and railway	\$1,883 44
Repairs of buildings: Included in depot expenses.	
Taxes on real estate	592 74
Total	<u>2,476 18</u>

Operating the road:

On account of horses	\$7,487 55
Harness and repairs	1,165 38
Repairs to cars	3,058 64
Horse shoeing	4,311 80
Hay and feed	32,286 74
Office expenses, stationery and depot expenses. . .	18,652 66
Salaries	3,000 00
Insurance	336 64
Watchmen, switchmen, hostlers, pay-roll: Included in depot expenses, as above.	
General expenses of stable: Included in depot ex- penses, as above.	
Conductors and drivers	26,060 78
Flued, fuel, oil and gas: Included in depot expenses, as above.	
Damages for injuries of persons	50 00
Total	<u>96,410 19</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders	None.
From sale of bonds	None.
From other sources	None.

RECEIPTS.

Months.	From passengers.	Rent.	Manure.	Total.
November, 1867.....	\$11,883 57	\$187 66	\$147 00	\$12,218 23
December, 1867	11,906 41	171 33	192 00	12,269 74
January, 1868.....	11,385 53	163 33	182 00	11,730 86
February, 1868	10,048 36	122 00	173 00	10,343 36
March, 1868.....	10,609 61	138 00	185 00	10,932 61
April, 1868.....	11,414 40	163 33	218 00	11,795 73
May, 1868.....	12,766 87	155 33	172 00	13,094 20
June, 1868	12,758 20	137 50	178 00	13,073 70
July, 1868.....	11,475 93	138 00	177 00	11,790 93
August, 1868.....	11,458 03	122 00	175 00	11,755 03
September, 1868	12,808 79	154 66	169 00	13,132 45
October, 1868	13,788 93	146 66	169 00	14,104 59
Total	142,304 63	1,799 80	2,137 00	146,241 43

NOTE.—All other receipts of the company are credited to the various accounts and the balances stated as the expenses of the various departments.

Summary of payments :

For construction	None.
For maintaining and operating the road.....	\$88,970 64
For interest.....	2,020 00
For dividends	9,977 00
For new passenger cars and horses: New passenger car, none; on account of horses, \$7,487 55.	
For payment for taxes on personal property.....	1,154 00
For payments to loan account.....	None.
For miscellaneous	14,604 00
For payments made to surplus funds	None.
For State tax on capital stock and tonnage.....	2,052 51
For United States tax.....	5,139 65
Total amount of surplus fund.....	None.

ACCIDENTS.

INJURED—Passengers.....	1
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NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Joshua Lippincott	Philadelphia.
E. V. Machette.	Philadelphia.
H. L. Homberger	Philadelphia.
Richard Smith.....	Philadelphia.
A. F. Hazard.....	Philadelphia.
Sylvester J. Megargee, President	Philadelphia.
Henry Haines, Secretary and Treasurer	Philadelphia.

(No. 122.)

UNION.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared William V. M'Grath, president, and William H. Kemble, treasurer, of the Union Passenger railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) WM. V. M'GRATH, *President.*
W. H. KEMBLE, *Treasurer.*

Sworn and subscribed before me, this }
12th day of December, 1869. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$1,000,000 00
Amount of stock subscribed.....	400,000 00
Amount paid in as by last report.....	400,000 00
Total amount now paid in of capital stock	400,000 00
Funded debt, as per last report.....	300,000 00
Total amount now of funded debt.....	300,000 00
Floating debt, as by last report	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt...	300,000 00
Average rate per cent. per annum of interest on funded debt	6 per cent.
Date and rate per cent. per annum of dividend or dividends: \$1 pershare, in January, 1868, and \$1 50 per share, July.	
Number of shares of stock	20,000
Par value of each share	\$50 00
Amount paid in on each share	20 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$432,197 44	\$432,197 44
Equipment	178,801 02	178,801 02
Real estate	153,928 57	153,928 57
	<hr/>	<hr/>
Total cost	764,927 03	764,927 03
	<hr/>	<hr/>

CHARACTERISTICS OF ROAD.

Length of road laid	25 miles.
Gauge of road	5 feet 2 in.
Weight of rail per yard on main track	43 pounds.
Number of car houses, shops and stables	2
Number of depots	2
Number of first class passenger cars, (two horses,)	70
Average value of each	\$700 00
Number of second class passenger cars, (one horse,)	11
Average value of each	\$600 00
Number of passengers that may be seated in each car	20
Number of other cars	9
Number of horses and mules owned by the company,	536
Average value of each, including harness	\$100 00
Value of real estate held, exclusive of road way ..	\$153,928 57
Average weight in lbs. of passenger cars, exclusive of passengers and baggage ..	4,000 lbs.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS
FOR THE YEAR.

November, 1868.....	525,401	June, 1868.....	584,230
December, 1868.....	543,790	July, 1868.....	563,097
January, 1868.....	496,176	August, 1868.....	548,763
February, 1868	401,800	September, 1868.....	560,539
March, 1868.....	472,667	October, 1868	578,743
April, 1868.....	512,879		
May, 1868.....	536,836	Total.....	6,324,921
			<hr/>

EXPENSES.

Maintaining the road or real estate of the corporation:

Horses	\$12,400 50
Conductors and drivers	86,540 76
Wages	39,394 28
Hay	23,352 21
Straw	1,816 27
Corn	69,789 23
Expense account	18,026 89
Blacksmithing	16,698 45
Tax, (State and city,)	5,242 62
Excise tax	13,686 44
Car license	3,000 00
Insurance	1,650 00
Repairs to road	5,606 12
Repairs to cars	6,679 98
Light and fuel	2,610 54
Printing and stationery	1,896 08
Interest on ground rent	3,097 12
Salaries	5,500 00
Interest on bonds	18,000 00
Total	334,987 49

RECEIPTS.

Months.	From passengers.	Manure.	Other sources.	Total.
November, 1868	\$33, 573 66	\$563 12	.....	\$34, 136 78
December, 1868	34, 838 60	559 92	.....	35, 398 52
January, 1868	31, 862 52	555 58	.....	32, 418 10
February, 1868	27, 259 22	551 45	.....	27, 810 67
March, 1868	30, 297 45	556 71	.....	30, 854 16
April, 1868	32, 830 00	563 25	.....	33, 393 25
May, 1868	34, 536 30	549 29	.....	35, 085 89
June, 1868	38, 207 30	553 54	.....	38, 760 84
July, 1868	36, 066 46	551 34	.....	36, 617 80
August, 1868	35, 449 93	281 67	.....	35, 731 60
September, 1868	35, 988 62	563 08	.....	36, 551 70
October, 1868	37, 285 50	836 33	\$5, 410 69	43, 532 52
Total	408, 195 56	6, 687 28	5, 410 69	420, 293 53

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Jacob E. Ridgway.....	Philadelphia.
Charles Welsh.....	Philadelphia.
R. W. Gibbs.....	Philadelphia.
W. H. Kemble.....	Philadelphia.
M. S. Quay.....	Beaver.
Wm. V. M'Grath, President.....	Philadelphia.
S. B. Campion, Secretary.....	Philadelphia.
W. H. Kemble, Treasurer.....	Philadelphia.

(No. 123.)

WEST PHILADELPHIA.

STATE OF PENNSYLVANIA, }
City of Philadelphia, } ss:

Personally appeared John S. Morton, president, and Samuel P. Huhn, treasurer, of the West Philadelphia Passenger railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) J. S. MORTON, *President.*
 SAM'L P. HUHN, *Treasurer.*

Affirmed and subscribed before me, this }
 30th day of November, 1868. }

A. N. MORTON, *N. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$500,000 00
Amount of stock subscribed	375,000 00
Amount paid in as by last report.....	375,000 00
Total amount now paid in of capital stock	375,000 00
Funded debt, as per last report	100,000 00
Total amount now of funded debt.....	100,000 00
Floating debt as by last report.....	None.
The amount now of floating debt	15,000 00
Total amount now of floating and funded debt....	115,000 00
Average rate per cent. per annum of interest on funded debt.....	7 per cent..
Date and rate per cent. per annum of dividend or dividends: January 14, 5 per cent.; July 14, 5 per cent.	
Number of shares of stock.....	7,500
Par value of each share	\$50 00
Amount paid in on each share.....	50 00
Amount of capital on which the respective divi- dends were declared.....	375,000 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment.	\$479,705 99	\$571,055 26

CHARACTERISTICS OF ROAD.

Length of road laid.	10 miles.
Length of double track, including sidings.	3½ "
Gauge of road.	5 feet 2½ in.
Weight of rail per yard on main track.	44 pounds.
Number of car houses, shops and stables: 2 car houses, 4 shops, 4 stables.	
Number of depots.	1
Number of first class passenger cars, (two horses,) average number used 52.	55
Average value of each.	\$750 00
Number of second class passenger cars, (two horses,) average number used 52.	15
Average value of each.	\$250 00
Number of passengers that may be seated in each car.	22
Number of other cars: 1 truck, 3 track sweepers.	
Number of horses owned by the company.	380
Average value of each, including harness.	\$100 00
Number of mules owned by the company.	None.
Value of real estate held, exclusive of road way: Assessed 1868.	\$93,000 00
Average weight in lbs. of passenger cars, exclusive of passengers and baggage.	5,000
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	5
Number of trips each day.	9 each car.
How is track laid and on what foundation? On string pieces and cross ties, gravel foundation.	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads. Route—Front and Market streets to Haddington and *vice versa*, occupying Market street from front to Forty-first street, Forty-first from Market to Haverford street, and Haverford and Vine streets, from Forty-first

to Sixty-fifth; thence along Sixty-fifth street to Haverford road; out Haverford road to Whiteside's hotel, in the village of Haddington.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS
FOR THE YEAR.

Impossible to ascertain.

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs of road bed and railway	\$14,443 15
Repairs of buildings	575 21
Taxes on real estate	1,478 66
Total.....	<u>16,497 02</u>

Operating the road:

On account of horses.....	\$9,287 00
Harness and repairs.....	3,296 66
Repairs to cars	15,379 24
Horse shoeing.....	11,997 22
Hay and feed.....	79,180 08
Stationery and printing.....	1,124 68
Salaries.....	7,500 00
Insurance.....	2,320 00
Watchmen, engineer, miller, janitor, dispatchers, receivers and clerks	11,160 58
General expenses of stable.....	24,773 22
Conductors and drivers.....	72,721 34
Fluid, fuel, oil and gas.....	3,175 28
Damages for injuries of persons	105 00
Total	<u>242,020 30</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From other sources	<u>\$25,121 45</u>
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RECEIPTS.

Months	From pas- sengers.	Rent.	Manure.	Other sources.	Total.
November, 1867	\$23,992 65
December, 1867.....	23,350 60	.....	.....	.....	.....
January, 1868.....	21,801 41	.....	.....	.....	.....
February, 1868.....	20,155 87	.....	.....	.....	.....
March, 1868.....	22,486 52	.....	.....	.....	.....
April, 1868.....	26,029 81	.....	.....	.....	.....
May, 1868.....	27,340 08	.....	.....	.....	.....
June, 1868.....	29,288 99	.....	.....	.....	.....
July, 1868.....	28,718 27	.....	.....	.....	.....
August, 1868.....	28,565 92	.....	.....	.....	.....
September, 1868.....	29,570 64	.....	.....	.....	.....
October, 1868.....	31,159 53	.....	.....	.....	.....
Total.....	312,460 29	\$125 00	\$3,468 41	\$5,320 76	\$321,374 46

Summary of payments:

For construction.....	\$85,467 57
For maintaining and operating the road.....	258,517 32
For interest.....	7,968 33
For dividends.....	37,012 50
For new passenger cars and horses.....	6,787 00
For payment for taxes on personal property.....	229 50
For miscellaneous.....	6,177 37
For State tax on capital stock and tonnage.....	2,055 44
For United States tax.....	9,657 36
For other city taxes.....	978 84
Total.....	<u>414,851 23</u>
Total amount of surplus fund.....	<u>\$14,577 62</u>

ACCIDENTS.

KILLED—Passengers..... 1

The following is a statement of the date of each accident, the place where it occurred, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows:

June 3, 1868. About 7.10 P. M., Charles M. Turner, aged eleven years, was accidentally pushed off the front platform of car No. 21, going east, near Thirtieth and Market streets, by John J. Bates, (another passenger,) was run over, from the effects of which he died the same evening.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
John S. Morton, Morton station.....	Media R. R.
John C. Davis, 23d below Locust	Philadelphia.
Samuel Baugh, 2025 Chestnut street	Philadelphia.
John F. Gross, 66th and Merion road	Philadelphia.
James G. Hardie, 32d and Arch street.....	Philadelphia.
Benjamin Griffith, 1503 North 7th street	Philadelphia.
William M. Wright, 622 North 18th street.....	Philadelphia.
James Rhoads, 72 Haverford street.....	Philadelphia.
Samuel W. Cattell, 3947 Market street.....	Philadelphia.
John S. Morton, President, 41st and Haverford street.....	Philadelphia.
B. F. Stokes, Secretary, 16 North 40th street.....	Philadelphia.
Samuel P. Huhn, Treasurer, 3729 Market street.....	Philadelphia.
M. English, General Superintendent, 36 North 40th st.	Philadelphia.

(No. 124.)

WILKESBARRE AND KINGSTON.

STATE OF PENNSYLVANIA, } ss:
Luzerne County,

Personally appeared Chas. Parrish, president, and A. J. Davis, treasurer, of the Wilkesbarre and Kingston Passenger railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) CHARLES PARRISH, *President.*
 A. J. DAVIS, *Treasurer.*

Sworn and subscribed before me, this }
 8th day of December, 1868. }

C. A. ZIEGLER, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$75,000 00
Amount of stock subscribed	75,000 00
Amount paid in as by last report	49,800 00
Total amount now paid in of capital stock	50,000 00
Floating debt, as by last report	8,500 00
The amount now of floating debt	12,000 00
Number of shares of stock	1,500
Par value of each share	\$50 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$59,040 56	\$81,088 51
Equipment	11,244 86	11,244 86
Total cost	<u>70,285 42</u>	<u>92,332 67</u>

CHARACTERISTICS OF ROAD.

Length of road laid	4½ miles.
Length of double track, including sidings	1,260 feet.

Gauge of road.....	5 ft. 2 in.
Weight of rail per yard on main track.....	45 and 30 lbs.
Number of car houses, shops and stables	1
Number of depots.....	1
Number of first class passenger cars, (two horses,)	4
Average value of each	\$1,000 00
Number of passengers that may be seated in each car	30
Number of other cars.....	1 freight.
Number of horses owned by the company.....	14
Average value of each, including harness.....	\$150 00
Value of real estate held, exclusive of road way..	10,000 00
Average weight in lbs. of passenger cars, exclusive of passengers and baggage.....	3,700
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	6
Number of trips each day	22
How is track laid, and on what foundation? On stringers and cross-ties, mostly oak.	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: Starting at depot of Lackawanna and Bloomsburg railroad, at Kingston, through Willow street to public highway; thence by side of public highway to Wilkesbarre bridge, owning right of way; thence across bridge to Market street, and through Market street to public square; from thence out Market and Northampton streets to the depots of the Lehigh and Susquehanna, and Lehigh Valley railroads; also, from the public square, down Main street, through South Wilkesbarre, to the canal bridge and depot.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS
FOR THE YEAR.

Total	<u>180,000</u>
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EXPENSES.

Operating the road:

Total	<u>\$8,001 25</u>
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Receipts :

Total	<u>\$13,883 18</u>
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Summary of payments :

For construction	\$4,240 93
For maintaining and operating the road	8,001 25
For interest	<u>844 00</u>

ACCIDENTS.

	Killed.	Injured.
Others	<u>1</u>	<u>1</u>

The following is a statement of the date of each accident, the place where it occurred, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows :

One boy, by name of Jacobs, run over, and afterwards died.

One boy, name unknown, leg fractured. Both accidents occurred during the summer.

CANAL REPORTS.

CANAL REPORTS.

(No. 125.)

DELAWARE AND HUDSON.

STATE OF NEW YORK, }
New York County, } ss:

Personally appeared Geo. Talbot Olyphant, president, and Isaac N. Seymour, treasurer, of the Delaware and Hudson canal company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) GEO. TALBOT OLYPHANT, *President.*

I. N. SEYMOUR, *Treasurer.*

Sworn and subscribed before me, this }
19th day of December, 1868. }

D. A. BOKEE, *Commissioner.*

STOCK AND DEBT.

Capital stock as authorized by law.....	Unlimited.
Amount of stock subscribed.....	\$15,000,000 00
Total amount paid in of capital stock	14,997,300 00
Total amount of funded debt.....	2,031,000 00
The amount of floating debt.....	None.
Average rate per cent. per annum of interest on founded debt.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends: February and August; 8 per cent. and 6 per cent., respectively, for 1868.	
Number of shares of stock	149,973
Par value of each share	\$100 00
Amount of capital on which the respective divi- dends were declared: On \$10,000,000, the pay- ments for the additional capital not being com- pleted until after August dividend.	
Cost of canal and fixtures.....	<u><u>\$6,888,184 52</u></u>

CHARACTERISTICS OF CANAL.

Length of main line of canal, from Honesdale, Pa., to Eddyville, N. Y.....	108 miles.
Number of branch canals.....	None.
Canals leased by the company.....	None.
Width of canal at top water line, about.....	48 feet.
Width of canal on bottom.....	30 "
Depth of water.....	6 "
Length and breadth of locks: 100 feet long between gates, 15 feet wide; 6 ascending locks, 15½ feet wide.	
Number of basins: About one-eighth of canal.	
Number of houses, about.....	125
Number of locks: 106 lift and 3 guard locks.	
Number of weigh-locks.....	2
Number of tunnels.....	None.
Number of bridges: 142 farm and road, and 15 crossings at foot of locks.	
Number of dams: 18 reservoir and 13 feeder.	
Number of aqueducts: 18 wood trunk and 4 wire suspension.	
Number of miles of slack-water, about.....	3
Number of boats owned by the company.....	801
Number of boats owned and run by private parties, (including 19 owned and run by Penn coal com- pany,).....	233
Average tonnage of boats, (of 2,240 lbs.,) about..	125
Navigation opened.....	April 1.
Navigation closed.....	December 5.
Feet of lockage on main line of canal: About 1,028, excluding 58 feet ascending to Summit.	
Are the locks of wood, cut-stone or composite? Give the number of each kind: 12 cut-stone, 94 com- posite lift locks, 1 stone and 2 composite guard- locks, and 2 cut-stone weigh-locks.	

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of tons of 2,000 lbs. of through freight for the year on main canal and gross amount of tonnage for the year, including branches and leased canals, (lumber, shingles and cord wood not included,)	1,984,088
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The amount of freight, specifying the quantity in tons of 2,000 lbs.:

Lumber, (feet, board measure,).....	20,726,825
Shingles, (number,)	70,000
Anthracite coal, (tons,).....	1,836,931
Bituminous coal, (tons,)	472
Cement and cement stone	84,142
Pig iron: See iron and other ores.	
Railroad iron.....	None.
Other iron or castings: Included in merchandize and provisions.	
Iron and other ores and pig iron, &c.....	5,734
Lime and limestone and brick.....	24,752
Agricultural products: Included in merchandize and provisions.	
Merchandize and provisions	21,353
Manufactures	3,173
Live stock	None.
Cords of wood.....	13,394
Other articles	7,531

The rate of toll charged for the respective classes per mile, as follows:

	Per mile.	60 miles.	108 miles.
For lumber per 1,000 feet board measure, (hemlock,).....	1 $\frac{3}{4}$ cents.	60 cents.	\$1 20
For lumber per 1,000 feet board measure, (pine and other lumber,)	2 "	120 "	1 25
Shingles, per 1,000.....	$\frac{3}{4}$ "	35 "	50
Anthracite coal, per ton, except by special contract.....	1 $\frac{1}{2}$ "	90 "	1 62
Bituminous coal, per ton	1 cent.	50	60

EXPENSES.

Maintaining the canal or real estate of the corporation :

Total, (partly estimated,)	\$340,557 99
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Operating the canal :

Total, (partly estimated,)	\$133,111 35
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Receipts :

From tolls on coal	\$26,648 29
From tolls on lumber and miscellaneous freight...	70,890 89

Summary of expenses :

Maintaining and operating the canal.....	\$473,669 34
For dividends, including division of surplus.....	3,400,000 00
For interest on funded debt.....	142,170 00
Tax other than United States tax, (partly estimated,)	156,818 30
United States tax, (partly estimated,).....	92,302 90

Payments on account of construction :

Total	\$7,920 55
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NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Charles N. Talbot.....	New York city.
Edward J. Woolsey..	Astoria, L. I.
Geo. Talbot Olyphant.....	New York city.
Abiel A. Low.....	New York city.
Robert L. Kennedy.....	New York city.
James M. Halsted	New York city.
Le Grand B. Cannon.....	New York city.
James R. Taylor.....	New York city.
Thomas Dickson.....	Scranton, Pa.
O. De F. Grant.....	New York city.
John J. Astor.....	New York city.
Thomas Cornell.....	New York city.
W. J. Hoppin.....	New York city.
Geo. Talbot Olyphant, President	New York city.
Richard H. Nodyne, Secretary.....	New York city.
Isaac N. Seymour, Treasurer.....	New York city.
Coe F. Young, Superintendent	Honesdale, Pa.
Thomas Dickson, Vice President.....	Scranton, Pa.

(No. 126.)

DELAWARE DIVISION.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Joshua W. Woolston, president, and E. G. Giles, treasurer, of the Delaware Division canal company of Pennsylvania, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) J. W. WOOLSTON, *President.*
 E. G. GILES, *Treasurer.*

Affirmed and subscribed before me, }
 this 7th day of November, 1868. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$2,400,000 00
Amount of stock subscribed.....	1,633,350 00
Total amount paid in of capital stock.....	1,633,350 00
Total amount of funded debt.....	800,000 00
Total amount now of floating and funded debt...	800,000 00
Average rate per cent. per annum of interest on funded debt.....	6 per cent.
Date and rate per cent. per annum of dividend or dividends: February 16 and August 15, 1868, 4 per cent. each.	
Number of shares of stock.....	32,667
Par value of each share.....	\$50 00
Amount of capital on which the respective divi- dends were declared.....	1,633,350 00
Cost of canal and fixtures.....	<u><u>\$2,433,350 00</u></u>

CHARACTERISTICS OF CANAL.

Length of main line of canal, from Easton, Pa., to Bristol, Pa.....	60 miles.
Number of branch canals, with the length of each,	None.
Canals leased by the company.....	None.
Width of canal at top water line.....	44 feet.
Width of canal on bottom.....	26 “
Depth of water.....	6 “
Length and breadth of locks: 90 feet long—some 11, and some 22 feet wide.	
Number of basins.....	4
Number of houses.....	24
Number of locks.....	32
Number of weigh-locks.....	1
Number of tunnels.....	None.
Number of bridges.....	88
Number of dams.....	2
Number of aqueducts.....	10
Number of miles of slack-water.....	None.
Number of boats owned by the company.....	None.
Number of boats owned and run by private parties, estimated at about.....	1,000
Average tonnage of boats: About 95 tons; capacity of canal, over 100 tons.	
Navigation opened, about the.....	1st of April.
Navigation closed, about the.....	1st of Dec.
Feet of lockage on main line of canal.....	165 $\frac{55}{100}$ feet.
Value of real estate held by the company, exclusive of canal, estimated at.....	\$5,000 00
Are the locks of wood, cut-stone or composite?	
Give the number of each kind.....	Various.

Summary of expenses:

Maintaining and operating the canal, for dividends, interest, tax on capital stock and tonnage, United States tax and other payments: Paid by Lehigh coal and navigation company.

Payments on account of construction:

NOTE.—The Delaware Division canal having leased to the Lehigh coal and navigation company for a term of years, at a stipulated rent per annum, we can not give the tonnage, rate of tolls, or the receipts and expenditures, these items being entirely under the control of said lessees.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Joshua W. Woolston.....	Philadelphia, Pa.
J. Gillingham Fell.....	Philadelphia, Pa.
Edward W. Clark.....	Philadelphia, Pa.
H. Pratt M'Kean.....	Philadelphia, Pa.
J. Barlow Moorhead.....	Philadelphia, Pa.
Isaiah V. Williamson.....	Philadelphia, Pa.
Edward Roberts.....	Philadelphia, Pa.
William G. Moorhead.....	Philadelphia, Pa.
William H. Talcott.....	Jersey city, N. J.
Joshua W. Woolston, President.....	Philadelphia, Pa.
E. G. Giles, Secretary and Treasurer.....	Philadelphia, Pa.

(No. 127.)

ERIE.

STATE OF PENNSYLVANIA, }
Erie County, } ss:

Personally appeared Wm. W. Reed, superintendent, and David M'Allaster, treasurer, of the Erie canal company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) WM. W. REED, *Superintendent.*

DAVID M'ALLASTER, *Treasurer.*

Sworn and subscribed before me, this }
 7th day of December, 1868. }

F. CURTZE, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$1,500,000 00
Amount of stock subscribed	64,000 00
Total amount paid in of capital stock	64,000 00
The amount of floating debt	1,373,529 87
Date and rate per cent. per annum of dividend or dividends: None ever paid.	
Number of shares of stock	<u>1,280</u>

COST OF CANAL AND FIXTURES.

Capital stock	\$64,000 00
Bonds	743,654 83
Bonds for interest	161,960 38
	<u>\$969,615 21</u>
Amount of bonds cancelled	69,856 33
	<u>899,758 88</u>
Back interest unpaid	522,930 68
Temporary loan	14,840 31
	<u>1,437,529 87</u>

CHARACTERISTICS OF CANAL.

Length of main line of canal, from Erie to Beaver,	136 miles.
Number of branch canals, with the length of each, viz: French Creek feeder.....	25 “
Canals leased by the company	None.
Width of canal at top water line	54 feet.
Width of canal on bottom.....	30 “
Depth of water	4 “
Length and breadth of locks: Chambers.....	80 feet by 15.
Number of basins.....	30
Number of houses	33
Number of locks	134
Number of weigh-locks	1
Number of bridges	221
Number of dams	13
Number of aqueducts	9
Number of miles of slack-water.....	32
Number of boats owned by the company: 8 flats, 2 dump scows and a dredge.	
Number of boats owned and run by private parties,	250
Average tonnage of boats	65 tons.
Navigation opened, about	15th of April.
Navigation closed, about	5th of Dec.
Feet of lockage on main line of canal.....	977
Value of real estate held by the company, exclusive of canal	\$150 00
Are the locks of wood, cut stone or composite?	All kinds.
Give the number of each kind: 1 wood, 56 cut-stone, 77 composite.	

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of tons of 2,000 pounds of through freight for the year on main canal and gross amount of tonnage for the year, including branches and leased canals	220,257 $\frac{23}{2000}$
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The amount of freight, specifying the quantity in tons of 2,000 lbs.:

Class, No. 1. Pig iron, goods, &c	17,578 $\frac{830}{2000}$
Do... 2. Staves, railroad ties, &c	15,907 $\frac{447}{2000}$
Do... 3. Coal, iron ore, &c.....	186,771 $\frac{746}{2000}$

EXPENSES.

Maintaining the canal or real estate of the corporation:

Aqueducts	\$507 80
Boats and flats	987 50
Bridges.....	1,687 23
Canal bed and banks.....	17,047 37
Materials	23,237 95
Culverts	913 55
Dams	9,920 45
Houses and repair shops.....	265 57
Incidentals	1,750 00
Locks	4,978 50
Office expenses—rents—furniture	100 00
Slope and vertical walls	354 62
Stationery and printing	578 50
Steamboats and dredge boats	2,664 87
Superintendence and engineering	3,200 00
Tools and tool repairs.....	623 30
Waste weirs and sluices	1,690 40
Watchmen	590 00
Total.....	<u>71,117 61</u>

Operating the canal:

Collectors and weigh-masters.....	\$4,958 00
Incidentals	1,580 00
Lock-keepers.....	7,628 50
Working Summit pump	6,768 03
Superintendence	7,620 00
Taxes, State and National.....	1,763 22
Total.....	<u>30,317 75</u>
Grand total	<u>\$101,435 36</u>

Receipts :

Total	\$79,247 75
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Summary of expenses :

Maintaining and operating the canal	\$101,435 36
For interest	19,338 15
Tax on capital stock and tonnage, and gross receipts,	746 92
United States tax	1,016 30

Total	122,536 73
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Paid from surplus fund	\$28,448 67
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Paid from temporary loan	14,840 31
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	43,288 98
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NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Chas. M. Reed.....	Erie, Pa.
Jas. C. Marshall.....	Erie, Pa.
P. Metcalf.....	Erie, Pa.
D. M'Allaster	Erie, Pa.
Henry Rawle... ..	Erie, Pa.
M. C. Trout	Sharon, Pa.
Chas. M. Reed, President.....	Erie, Pa.
A. H. Caughey, Secretary.....	Erie, Pa.
D. M'Allaster, Treasurer	Erie, Pa.
Wm. W. Reed, Superintendent.....	Erie, Pa.

(No. 128.)

JUNCTION.

STATE OF NEW YORK, }
Chemung County, } ss :

Personally appeared S. T. Arnot, treasurer of the Junction canal company, and in due form of law made oath, that the statements in the within report are true, to the best of his knowledge and belief; and that John Arnot, the president, is out of town, and cannot join in this affidavit.

(Signed) S. T. ARNOT, *Treasurer.*

Sworn and subscribed before me, this }
20th day of November, 1868. }

W. P. SHERMAN, N. P.

STOCK AND DEBT.

Capital stock as authorized by law	\$400,000 00
Amount of stock subscribed	400,000 00
Total amount paid in of capital stock	398,910 00
Average rate per cent. per annum of interest on funded debt	None.
Date and rate per cent. per annum of dividend of dividends	None.
Number of shares of stock	4,000
Par value of each share	<u>\$100 00</u>

COST OF CANAL AND FIXTURES.

Over	<u>\$500,000 00</u>
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CHARACTERISTICS OF CANAL.

Length of main line of canal, from Elmira to State line, (about two miles in State of Pennsylvania,)	18 miles.
Number of branch canals, with the length of each, viz: Connects the State canals of New York State with the North Branch canal of Pennsylvania.	

Canals leased by the company	None.
Width of canal at top water line	45 feet.
Width of canal on bottom.....	26 feet.
Depth of water.....	4 feet.
Length and breadth of locks: 90 feet long and 17 feet wide.	
Number of basins	2
Number of houses.....	11
Number of locks	11
Number of weigh-locks	None.
Number of tunnels	None.
Number of bridges	36
Number of dams	3
Number of aqueducts	2
Number of miles of slack-water.....	About 5
Number of boats owned by the company.....	2 repair boats.
Number of boats owned and run by private parties:	
Impossible to tell.	
Average tonnage of boats	70 tons.
Navigation opened	May 23.
Feet of lockage on main line of canal, about	72
Value of real estate held by the company, exclusive of canal	\$1,500
Are the locks of wood, cut stone or composite?	
Wood.	

The amount of freight, specifying the quantity in tons of 2,000 lbs.:

Lumber	494	Pig iron	19
Shingles.....	75	Other iron or castings	196
Anthracite coal.....	66,981½	Lime and limestone.....	4,747
Bituminous coal.....	8,686	Agricultural products.....	2,300
Salt, (barrels,)	19,111	Merchandize.....	836
Gypsum, (tons,)	5,048	Other articles.....	1,678

The rate of toll charged for the respective classes per mile, as follows:

For lumber per 1,000 feet board measure, (pine and other lumber,) or for second class	1 ct. per mile.
Shingles, per 1,000, third class	½ ct. per mile.
Anthracite coal, per ton, fourth class	½ ct. per mile.
Bituminous coal, per ton, fifth class.....	1½ cts. “

EXPENSES.

Maintaining the canal or real estate of the corporation:

Total	\$12,212 43
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Operating the canal:

Collectors and weigh-masters	\$900 00
Lock-keepers	2,054 60
Superintendence	720 00
Taxes, State and National	1,068 07
Total	4,742 67

RECEIPTS.

Total	\$23,673 17
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NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
John Arnot	Elmira.
J. W. Hollenbach	Wilkesbarre, Pa.
J. J. Taylor	Orange, N. Y.
John Arnot, Jr.	Elmira.
C. F. Welles	Athens.
Lyman Correll	Elmira.
Riggs Watmer	Elmira.
John Arnot, President.	Elmira.
S. T. Arnot, Secretary	Elmira.
S. T. Arnot, Treasurer	Elmira.
David Shearer, Superintendent	Chemung.

(No. 129.)

LEHIGH COAL AND NAVIGATION.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Edward W. Clark, president, and Solomon Shepherd, treasurer, of the Lehigh coal and navigation company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) E. W. CLARK, *President.*

SOLOM'N SHEPHERD, *Treasurer.*

Sworn and subscribed before me, this }
 20th day of January, 1869. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law, (to the amount required to complete the works,).....	Unlimited.
Amount of stock subscribed.....	\$8,739,800 00
Total amount paid in of capital stock.....	8,739,800 00
Total amount of funded debt.....	14,004,387 48
Average rate per cent. per annum of interest on funded debt.....	6 per cent.
Date and rate per cent. per annum of dividend or dividends	None.
Number of shares of stock.....	174,796
Par value of each share.....	\$50 00

COST OF CANAL AND FIXTURES.

Standing on the books at.....	\$4,455,000 00
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CHARACTERISTICS OF CANAL.

Length of main line of canal, from Delaware river, at Easton, to head of navigation on the Lehigh, two miles above Mauch Chunk.....	48 miles.
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Number of branch canals, with the length of each,	None.
Canals leased by the company, viz: Delaware Division canal.....	60 miles.
Width of canal at top water line: Varies from 60 to 100 feet.	
Width of canal on bottom: 45 feet and upwards.	
Depth of water.....	6 feet.
Length and breadth of locks: 102 feet long, 22 feet wide.	.
Number of basins.....	5
Number of houses.....	46
Number of locks.....	53
Number of weigh-locks.....	1
Number of tunnels.....	None.
Number of bridges.....	14
Number of dams.....	9
Number of aqueducts.....	3
Number of miles of slack-water: About 12 miles of pools, and 36 miles of canals.	
Number of boats owned by the company.....	530
Number of boats owned and run by other parties..	965
Average tonnage of boats: For Delaware Division, 96 tons; for Morris, 65 tons.	
Navigation opened.....	Nov. 1, 1867.
Navigation closed.....	Oct. 1, 1868.
Feet of lockage on main line of canal.....	375
Are the locks of wood, cut-stone or composite?	
Mostly of rubble masonry, lined with wood.	

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of tons of 2,000 lbs. of through freight for the year on main canal.....	1,357,944.86
Gross amount of tonnage for the year, including branches and leased canals.....	<u>2,360,411.11</u>

The amount of freight, specifying the quantity in tons of 2,000 lbs.:

Lumber.....	3,568.05
Anthracite coal.....	1,095,316.15

Pig iron	29,002.18
Iron and other ores.....	144,190.08
Lime and limestone.....	77,090.17
Agricultural products.....	1,943.12
Merchandize	1,763.03
Other articles	5,072.08
 Total	 <u>1,357,944.86</u>

The rate of toll charged for the respective classes per mile, as follows:

For lumber, per 1,000 feet board measure, (hemlock,) or for 1st class.....	1 cent.
For lumber, per 1,000 feet board measure, (pine and other lumber,) or for 2d class.....	1½ “
Shingles per 1,000, or for 3d class.....	3 mills.
Anthracite coal per ton, or for 4th class.....	<u><u>¾ to 1½ cts.</u></u>

EXPENSES.

Maintaining the canal or real estate of the corporation:

	Lehigh.	Delaware Divis.
Aqueduct repairs	\$7,116 85	\$9,018 45
Boats and flats, and repairs	1,025 39	750 97
Bridge repairs	1,049 70	2,561 03
Canal bed, and banks and pockets ...	31,776 64	28,643 01
Dam repairs.....	2,497 53	1,335 79
Incidentals	3,792 38	1,451 78
Lock repairs.....	14,358 77	5,357 97
Superintendence and engineering ...	8,329 67	5,140 80
Tools and materials	7,548 98	2,931 36
 Totals	 <u>77,495 91</u>	 <u>57,191 16</u>

Operating the canal:

Collectors and weigh-masters.....	\$7,536 55	\$2,119 65
Incidentals	566 41	454 39
Labor at schutes, &c.....	30,169 40	

	Lehigh.	Delaware Divis.
Lock-keepers	\$19,777 17	\$8,480 50
Stationery and printing	475 01	
Superintendence	1,015 16	
Total.....	<u>59,539 70</u>	<u>11,054 54</u>

Receipts :

From tolls on coal	\$338,250 74	\$193,063 90
From tolls on miscellaneous freight..	42,204 57	29,547 35
Total	<u>380,455 31</u>	<u>222,611 25</u>

Summary of expenses :

Maintaining and operating the canal,	<u>\$137,035 61</u>	<u>\$68,245 70</u>
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NAMES AND RESIDENCE OF OFFICERS.

Managers.	Post office address.
S. M. Felton.....	Philadelphia.
Francis R. Cope.....	Philadelphia.
Francis C. Yarnall.....	Philadelphia.
Fisher Hazard.....	Mauch Ch'k.
Charles Parrish.....	Wilkesbarre.
Geo. F. Tyler.....	Philadelphia.
Philip C. Garrett.....	Philadelphia.
Charles Wheeler.....	Philadelphia.
Jesse E. Smith	Philadelphia.
George Whitney.....	Philadelphia.
F. P. Dimpfel.....	Philadelphia.
Edward W. Clark, President.....	Philadelphia.
Mendes Cohen, Assistant President and Controller.....	Philadelphia.
F. Mitchell, Secretary.....	Philadelphia.
Solomon Shepherd, Treasurer.....	Philadelphia.
John Brown, Canal Manager.....	Easton.

(No. 130.)

MUNCY.

STATE OF PENNSYLVANIA, } ss:
 _____ County,

Personally appeared Jacob Cooke, treasurer, of the Muncy canal company, and in due form of law made oath, that the statements in the within report are true, to the best of his knowledge and belief.

(Signed) J. COOKE, *Treasurer.*

Sworn and subscribed before me, this }
 13th day of January, 1869. }

J. M. M. GERNERD, *N. P.*

STOCK AND DEBT.

Amount of stock subscribed	\$2,625 00
Total amount paid in of capital stock.....	2,625 00
Total amount of funded debt	None.
The amount of floating debt, about.....	100 00
Average rate per cent. per annum of interest on funded debt	None.
Date and rate per cent. per annum of dividend or dividends	None made.
Number of shares of stock.....	105
Par value of each share	\$25 00
Amount of capital on which the respective divi- dends were declared	<u>No dividend.</u>

COST OF CANAL AND FIXTURES.

Cost of canal and repairs to present time	<u>\$6,182 62</u>
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CHARACTERISTICS OF CANAL.

Length of main line of canal, basin included	$\frac{3}{4}$ of a mile.
Number of branch canals, with the length of each,	None.

Canals leased by the company	None.
Width of canal at top water line, about	45 feet.
Width of canal on bottom, about	40 "
Depth of water, about	3 feet 8 in.
Length and breadth of locks	None.
Number of basins	1
Number of houses	None.
Number of locks	None.
Number of weigh-locks	None.
Number of tunnels	None.
Number of bridges: 1 towing path bridge over the Pennsylvania canal.	
Number of dams	None.
Number of aqueducts	None.
Number of miles of slack-water	None.
Number of boats owned by the company	None.
Number of boats owned and run by private parties,	17
Navigation opened	In the spring.
Navigation closed	In the fall.
Feet of lockage on main line of canal	None.
Value of real estate held by the company, exclu- sive of canal	None.
Are the locks of wood, cut stone or composite?	Have none.
Give the number of each kind	None.

The amount of freight:

Lumber, sawed	600,783 feet.
Plaster	489,200 lbs.
Coal	2,254,740 lbs.
Sand	240,800 lbs.
Pig iron	18,680 lbs.
Merchandize	63,300 lbs.
Salt	261,500 lbs.
Shingles	9,000
Shingling lath, (lineal measure,)	1,054,054 feet.
Flats	2 loads wood.
Rafts	2

The rate of toll charged for the respective classes per mile, as follows:

For lumber, per 1,000 feet board measure, (hemlock,) 1st class.....	5 mills.
For lumber, per 1,000 feet board measure, (pine and other lumber,) 2d class	5 "
Shingles, per 1,000, 3d class.....	4 "
Anthracite coal, per ton, 4th class	3 cents.
Sixth class, average per ton.....	3 "

EXPENSES.

Maintaining the canal or real estate of the corporation:

Incidentals or repairs, (past year,)	\$19 00
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Operating the canal:

Collectors, about	\$24 00
Clerks	None.
Lock-keepers	None.
Taxes, State and National.....	None.

Receipts:

Total	\$193 34
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NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Jacob Cooke.....	Muncy, Pa.
Joshua Bowman	Muncy, Pa.
Isaac Bruner.....	Muncy, Pa.
Jos. Reibram.....	Muncy, Pa.
Benj. Pott.....	Muncy, Pa.
James Rink, 2043 Chestnut street.....	Philadelphia.
Jas. Rankin.....	President.
Joshua Bowman.....	Secretary.
Jacob Cooke.....	Treasurer.
Edward Cooke.....	Superintendent.

(No. 131.)

PENNSYLVANIA.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Isaac J. Wistar, president, and Alfred Mordecai, treasurer, of the Pennsylvania canal company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) I. J. WISTAR, *President.*
A. MORDECAI, *Treasurer.*

Sworn and subscribed before me, this }
21st day of January, 1869. }
R. D. BARCLAY, *N. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$5,000,000 00
Amount of stock subscribed	2,750,000 00
Total amount paid in of capital stock.....	2,750,000 00
Total amount of funded debt.....	701,000 00
Total amount now of floating and funded debt....	701,000 00
Average rate per cent. per annum of interest on funded debt.....	6 per cent.
Date and rate per cent. per annum of dividend or dividends	None.
Number of shares of stock.....	55,000
Par value of each share	\$50 00

CHARACTERISTICS OF CANAL.

Length of main line of canal, from Columbia to Hollidaysburg.....	173 miles.
Number of feeders with length of each, viz: Swa- tara feeder, 2 miles; Raystown feeder, 3 miles.	
Canals leased by the company.....	None.
Width of canal at top water line: Eastern division, 45 to 50 feet; Juniata division, 40 to 45 feet.	

Width of canal on bottom : Eastern division, 30 to 32 feet; Juniata division, 24 to 30 feet.

Depth of water : Eastern division, 5 feet; Juniata division, 4 feet.

Length and breadth of locks : 9 locks, 17 by 180 feet; 33 locks, 17 by 90 feet; 66 locks, 15 by 90 feet.

Number of basins : 8 regular basins, and 40 landings

Number of houses	118
Number of locks	108
Number of weigh-locks	3
Number of tunnels	None.
Number of bridges	252
Number of dams	22
Number of aqueducts	37
Number of miles of slack-water	20
Number of boats owned by the company : 2 steam-boats, 2 dredge boats and 37 repair and boarding flats	41
Number of boats owned and run by private parties,	1,200
Average tonnage of boats.	100
Navigation opened	April 1st.
Navigation closed	Dec. 7th.
Feet of lockage on main line of canal	712
Value of real estate held by the company, exclusive of canal	\$5,500 00
Are the locks of wood, cut stone or composite ? Cut stone, composite and wood.	
Give the number of each kind : Cut stone 25, composite 75, wood 8	108

DOINGS OF THE YEAR IN TRANSPORTATION.

Gross amount of tonnage for the year	810,832 $\frac{8}{10}$
--------------------------------------------	------------------------

The amount of freight, specifying the quantity in tons of 2,000 lbs.:

Lumber	241,440 $\frac{5}{10}$
Anthracite coal	418,770 $\frac{5}{10}$

Bituminous coal.....	8,748 $\frac{5}{10}$
Pig iron, railroad iron, other iron or castings, iron and other ores, lime and limestone, agricultural products, merchandize, manufactures, live stock and other articles, (classes 1 to 4,)	141,873 $\frac{3}{10}$
Total.....	<u>810,832$\frac{8}{10}$</u>

THE RATE OF TOLL CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

	DISTANCES IN MILES.															
	5		10		15		20		25		30		35		40	
	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.
PER TON OF 2,000 POUNDS.	5	or less	10	15	20	25	30	35	40	45	50	55	60	65	70	75
1st Class.—Agricultural implements, dry goods, hardware, machinery, drugs, earthen and queensware, furniture, liquors, feathers, iron, (except that in Class 3d,) leather, wool, oils, glass, paper, and all other articles not enumerated.....	22	30	38	46	53	60	67	73	80	85	90	95	100	105	110	114
2d Class.—Ground bark, provisions, groceries, seeds, hides, marble manufactured, rags, artificial fertilizers, guano, erude chemicals, cotton, sumac, clay pipes.....	16	22	28	34	40	45	50	55	60	64	68	72	76	80	82	84
3d Class.—Bark unground, bones, horns, burr blocks, mill and grindstones; fire-clay and bricks, charcoal, copper ore, fork and shovel handles, fruit, vegetables, marble unwrought, fish, soapstone, ashes—pot, pearl and soda, salt, iron, (pig, scrap, bar, bloom and railroad,) nails, spikes, cement, stones wrought, anconies, tar, pitch, rosin, slate, flour, wheat, corn, rye, oats and mill feed, hay and straw.....	12	16	20	24	28	31	34	37	40	43	46	49	52	54	56	58
4th Class.—Ashes leached, elay, bricks, earth, sand, limestone and stone unwrought, cinders, eord wood, manure, plaster, hoop poles, split posts and rails, lime, iron ore.....	6	8	10	12	14	16	18	19	20	22	24	26	28	30	32	34
Powder.....	25	32	40	50	63	75	88	100	113	125	135	145	155	165	175	185
Mineral coal and railroad ties.....	8	12	16	18	22	24	26	28	29	30	32	34	36	37	38	39
Sawed lumber, including lath, shingles, staves, headings, &c., per ton.....	12	18	24	28	32	35	40	45	48	50	52	54	56	58	60	62
Timber, round or hewed, in rafts, per 100 cubic feet.....	20	30	40	50	55	60	64	68	71	74	76	78	79	80	81	82

RATE OF TOLL—Continued.

	DISTANCES IN MILES.															
	85		90		95		100		105		110		115		120	
	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.
PER TON OF 2,000 POUNDS.	85	90	95	100	105	110	115	120	125	130	135	140	145	150	155	160
1st Class.—Agricultural implements, dry goods, hardware, machinery, drugs, earthen and queensware, furniture, liquors, leathers, iron, (except that in Class 3d.) leather, wool, oils glass, paper and all other articles not enumerated	122	126	128	130	132	134	136	138	140	141	142	143	144	145	146	147
2d Class.—Ground bark, provisions, groceries, seeds, hides, marble manufactured, rags, artificial fertilizers, guano, crude chemicals, cotton, sumac, clay pipes.....	88	90	92	94	96	98	100	102	104	105	106	107	108	109	110	111
3d Class.—Bark unground, bones, horns, burr locks, mill and grind stones, fire-clay and bricks, charcoal, copper ore, fork and shovel handles, fruit, vegetables, marble unwrought, fish, soapstone, ashes—pot, pearl and soda, salt, iron, (pig, scrap, bar, bloom and railroad,) nails, spikes, cement, stones wrought, anconies, tar, pitch, rosin, slate, flour, wheat, corn, rye, oats and mill feed, hay and straw.....	62	64	66	68	70	72	74	76	78	79	80	81	82	83	84	85
4th Class.—Ashes leached, clay, bricks, earth, sand, limestone and stone unwrought, cinders, cord wood, manure, plaster, hoop poles, split posts and rails, lime, iron ore	38	40	42	44	45	46	47	48	49	50	51	52	53	54	55	56
Powder	200	205	210	215	220	225	230	235	240	245	250	255	260	265	270	275
Mineral coal and railroad ties.....	41	42	43	44	45	46	47	48	49	49	50	50	51	51	52	53
Sawed lumber, including lath, shingles, staves, headings, &c., per ton	66	68	70	72	74	76	78	80	82	83	84	85	86	87	88	89
Timber, round or hewed, in rats, per 100 cubic feet.....	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	100

Maintaining the canal or real estate of the corporation:

Aqueducts	\$38,573 14	
Boats and flats	3,049 75	
Bridges	13,651 47	
Canal bed and banks	22,825 71	
Clerks	2,082 04	
Culverts	4,518 10	
Dams	27,401 62	
Ferries	1,730 76	
Horses and horse keep	2,327 57	
Houses and repair shops	4,853 77	
Incidentals	2,290 18	
Locks	29,285 11	
Office expenses, rents, furniture	705 28	
Slope and vertical walls	13,619 03	
Stationery and printing	514 40	
Steamboats and dredge boats	6,628 62	
Superintendence and engineering	6,457 30	
Real estate	3,007 75	
Tools and tool repairs	4,975 18	
Waste weirs and sluices	4,999 79	
Watchmen	1,127 76	
Wharfing	1,437 60	
	<hr/>	\$196,061 93

Operating the canal:

Collectors and weigh-masters	3,897 46	
Clerks	1,746 85	
Drawbacks and overcharges	9,773 77	
Ferries, (labor at,)	1,807 66	
Incidentals	420 34	
Lock-keepers	8,652 74	
Office expenses, rents and furniture ...	247 53	
Stationery and printing	586 75	
Superintendence	1,666 69	
State taxes	2,771 51	
	<hr/>	31,571 30
Total		<hr/> <hr/> 227,633 23

Receipts :

From tolls on coal, lumber, miscellaneous freight, lockages and boat toll : aggregate tolls, amount kept in gross, subject to drawbacks not yet calcu- lated	\$237,000 00
Other sources, rents, &c.....	21,340 22
Total.....	<u>258,340 22</u>

Summary of expenses :

Maintaining and operating the canal	\$224,861 72
State taxes on tonnage and revenue and capital ..	3,371 51
Total.....	<u>228,233 23</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
J. Edgar Thomson.....	Philadelphia.
Herman J. Lombaert	Philadelphia.
Thomas A. Scott.....	Philadelphia.
Samuel T. Bodine.....	Philadelphia.
Rathmel Wilson.....	Philadelphia.
Wistar Morris.....	Philadelphia.
Washington Butcher.....	Philadelphia.
J. G. Fell.....	Philadelphia.
G. B. Roberts	Philadelphia.
Jos. B. Myers	Philadelphia.
Josiah Bacon.....	Philadelphia.
Edward Roberts.....	Philadelphia.
Isaac J. Wistar, President.....	Philadelphia.
Alfred Mordecai, Secretary and Treasurer.....	Philadelphia.
Thomas T. Wierman, Chief Engineer.....	Harrisburg.

(No. 132.)

SCHUYLKILL NAVIGATION.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Frederick Fraley, president, and Charles W. Bacon, treasurer, of the Schuylkill navigation company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) F. FRALEY, *President.*

CHAS W. BACON, *Treasurer.*

Sworn and subscribed before me, this }
 11th day of January, 1869. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	Not limited.
Amount of stock subscribed: Common, \$1,908,207; preferred, \$2,888,977 75.	
Total amount paid in of capital stock.....	\$4,797,184 75
Total amount of funded debt	7,762,720 33
The amount of floating debt.....	536,410 74
Total amount now of floating and funded debt....	8,299,131 07
Average rate per cent. per annum of interest on funded debt, about.....	6 $\frac{1}{7}$ per cent.
Date and rate per cent. per annum of dividend or dividends: No dividend declared in 1868.	
Number of shares of stock, nearly.....	95,944
Par value of each share	<u>\$50 00</u>

COST OF CANAL AND FIXTURES.

Total cost of canal and fixtures	\$10,586,399 30
Cost of boats, cars, &c	2,255,779 85
Real estate	<u>221,660 09</u>

CHARACTERISTICS OF CANAL.

Length of main line of canal, from mouth of Mill creek to wire bridge, at Fairmount	108 $\frac{23}{100}$ miles.
Number of branch canals, with the length of each, viz: One, 1 mile long.	
Canals leased by the company	None.
Width of canal at top water line, varies from.....	60 to 300 feet.
Width of canal on bottom: Variable, minimum on straight line, 40, on curves, 45.	
Depth of water, (minimum,)	6 feet.
Length and breadth of locks: Lift locks, 110 feet long by 18 feet wide in the chamber; guard locks, without lift, 112 by 24 feet.	
Number of basins	19
Number of houses: Lock-houses, 60; engineers', superintendents' and agents' houses and offices..	6
Number of locks: On main line, 71 of maximum size; at 5 places locks of small size remain in use alongside of the enlarged locks.	
Number of weigh-locks	None.
Number of tunnels	None.
Number of bridges: 1 railroad, 47 road, 35 farm, 1 at Reading shops, 2 foot, 6 tow path across river, 13 towing path over locks, 2 over docks, 5 over basins, maintained by company; 13 road and foot bridges, not maintained by company.	
Number of dams	31
Number of aqueducts	12
Number of miles of slack-water	50.5
Number of boats owned by the company, about...	750
Number of boats owned and run by private parties, about	150
Average tonnage of boats	170 tons.
Navigation opened, about the	25th March.
Navigation closed, on the	9th of Dec.
Feet of lockage on main line of canal, (to mid-tide at Philadelphia,)	618 $\frac{63}{100}$

Value of real estate held by the company, exclusive of canal	\$221,660 09
Are the locks of wood, cut-stone or composite? 17 are cut-stone; 2 cement, uncut; 58 composite.	
Give the number of each kind. See last answer.	

DOINGS OF THE YEAR IN TRANSPORTATION.

Gross amount of tonnage for the year, including branches and leased canals	1,419,511
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The amount of freight, specifying the quantity in tons of 2,000 lbs.:

Lumber	33,212	Lime and limestone.....	87,613
Shingles.....	75	Agricultural products.....	9,452
Anthracite coal.....	1,107,529	Merchandize	5,748
Bituminous coal.....	523	Manufactures.....	12,398
Pig iron	26,963	Other articles.	45,593
Other iron or castings.....	19,731		
Iron and other ores.....	70,669	Total.....	1,419,511

The rate of toll charged for the respective classes per mile, as follows:

All articles, except anthracite coal, ten miles and under, 25 cents per ton of 2,240 pounds; additional beyond ten miles, until the highest rate is reached, one cent per ton per mile.	
Maximums—1st class, (per ton of 2,240 pounds,)..	35 cents.
2d class .....do.....do.....	50 “
3d class .....do.....do.....	85 “
Anthracite coal per ton of 2,240 pounds, from 40 cents to \$1 12, according to the distance carried and the season of the year when transported.	
Bituminous coal, per ton of 2,240 lbs., (maximum,)	85 “

EXPENSES.

Maintaining the canal or real estate of the corporation:

Aqueducts	\$785 98
Boats and flats	3,344 03
Bridges	8,289 11
Canal bed and banks.....	16,459 39

Culverts	\$591 22
Dams, including tow-paths and maintaining channels	36,035 94
Ferries: None kept by the company.	
Horses and horse keep: Included in other items.	
Houses and repair shops: Distributed over other items.	
Incidentals	3,367 95
Locks, including lock-houses	31,204 19
Slope and vertical walls: Included in other items.	
Steamboats and dredge boats: Included in maintaining channels.	
Superintendence and engineering	14,084 39
Tools and tool repairs	2,296 57
Waste-weirs and sluices	1,495 02
Watchmen	1,316 21

Operating the canal:

Incidentals	\$2,278 22
Labor: Included in other items.	
Lock-keepers	35,400 40

Receipts:

From tolls on coal	\$851,532 81
From tolls on lumber, miscellaneous freight, lock-ages and boat toll	86,891 05
From other sources, rents, &c.	49,157 31
From tolls on trade from Union canal	23,253 84
From surplus from 1867	136,275 11
From other profits in 1868	15,744 92
Total	1,162,855 04

Summary of expenses:

Maintaining and operating the canal, and current expenses	\$271,305 20
For drawbacks on coal tolls	83,422 85

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For car and landing expenses	\$87,159 90
For interest on loans, and United States and State taxes thereon	384,910 05
Philadelphia and Reading railroad company, for ex- penses of lateral roads	110,948 19
For towing boats	23,031 81
Union canal company, for share of tolls	11,748 07
Tax on capital stock and tonnage	13,060 08
United States tax	15,123 50
Trustees of improvement bonds of 1870, for inter- est and sinking fund	49,381 38
For other payments	22,584 97
Total	1,072,676 00
Total amount of surplus fund	90,179 04
	<u>1,162,855 04</u>

PAYMENTS ON ACCOUNT OF CONSTRUCTION.

Amount charged to construction account in 1868..	<u>\$33,065 88</u>
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NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Thomas Williamson..	Philadelphia.
Joseph B. Townsend.....	Philadelphia.
Samuel Bispham.....	Philadelphia.
John C. Cresson.....	Philadelphia.
George Cromelien	Philadelphia.
John N. Hutchinson.....	Philadelphia.
A. Bates Grubb	Philadelphia.
George Brooke.....	Philadelphia.
William H. Gatzmer.....	Philadelphia.
Thomas T. Lee.....	Philadelphia.
F. Fraley, President	Philadelphia.
William M. Tilghman, Secretary.....	Philadelphia.
Charles W. Bacon, Treasurer	Philadelphia.
Jas. F. Smith, Chief Engineer.....	Reading.
Charles W. Wharton, Assistant President	Philadelphia.

(No. 133.)

SUSQUEHANNA.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared B. Andrews Knight, president, and Robert D. Brown, treasurer, of the Susquehanna canal company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) B. ANDREWS KNIGHT, *President.*
 ROBERT D. BROWN, *Treasurer.*

Sworn, affirmed and subscribed before me, }
 this 13th day of January, 1869. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law, (with power to increase,)	\$1,500,000 00
Amount of stock subscribed.....	2,002,746 00
Total amount paid in of capital stock.....	2,002,746 00
Total amount of funded debt	2,628,310 58
The amount of floating debt, (old Tide Water canal indebtedness, the most of which may never be presented,).....	149,295 74
Total amount now of floating and funded debt ...	2,777,606 32
Average rate per cent. per annum of interest on funded debt	6 per cent.
Date and rate per cent. per annum of dividend or dividends	None.
Number of shares of stock.....	40,010
Par value of each share	\$50 00
Cost of canal and fixtures.....	\$4,685,266 68

CHARACTERISTICS OF CANAL.

Length of main line of canal, from Columbia, Pa., to Havre de Grace, Md.....	45
Number of branch canals, with length of each....	None.
Canals leased by the company.....	None.
Width of canal at top water line.....	50 feet.
Width of canal on bottom.....	30 "
Depth of water.....	5 "
Length and breadth of locks: 170 feet long, 17 feet wide.	
Number of basins.....	2
Number of houses.....	28
Number of locks.....	33
Number of weigh-locks.....	1
Number of tunnels.....	None.
Number of bridges.....	13
Number of dams.....	1
Number of aqueducts.....	8
Number of miles of slack-water.....	2
Number of boats owned by the company, (steam- boats,).....	2
Average tonnage of boats.....	95
Feet of lockage on main line of canal.....	233
Value of real estate held by the company, exclu- sive of canal.....	\$45,000 00
Are the locks of wood, cut stone or composite? 2 stone, others composite.	

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of tons of 2,000 lbs. of through freight for the year on main canal.....	396,379
Gross amount of tonnage for the year, including way tonnage.....	<u>493,586</u>

The amount of freight, specifying the quantity in tons of 2,000 lbs.:

Lumber and shingles.....	153,212	Lime and limestone.....	19,622
Anthracite coal.....	225,631	Agricultural and forest products,	13,547
Bituminous coal.....	443	Merchandise.....	4,632
Pig iron.....	4,978	Manufactures.....	228
Railroad iron and other iron or		Other articles — ice, slate, stone,	
castings.....	635	&c.....	33,928
Iron and other ores.....	36,730	Total.....	<u>493,586</u>

The rate of toll charged for the respective classes per mile, as follows:

For lumber, per 2,000 lbs., (hemlock, pine and other lumber,) and shingles, per 1,000 lbs.....	8 mills.
Anthracite coal, per ton, (average during season of)	$6\frac{8}{10}$ “
Bituminous coal, per ton.....	$6\frac{3}{10}$ “

EXPENSES.

Maintaining the canal or real estate of the corporation:

Aqueducts, boats and flats, bridges, canal bed and banks, clerks, culverts, dams, ferries, horses and horse keep, houses and repair shops, incidentals, locks, office expenses—rents, furniture—slope and vertical walls, stationery and printing, steamboats and dredge boats, superintendence and engineer- ing, real estate, tools and tool repairs, waste- weirs and sluices, watchmen and wharfing, (in- cluding the amount paid for new work done for introduction of six feet of water into canal,)....	\$60,720 07
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Operating the canal:

Collectors and weigh-masters.....	\$2,450 00
Drawbacks and overcharges.....	1,710 60
Ferries, (labor at,) and expense of stea- mers.....	4,525 22
Incidentals and labor.....	600 44
Lock-keepers.....	6,288 00
Office expenses, rents and furniture...	640 02
Stationery and printing.....	200 00
Taxes—State and national.....	268 62
	<hr/>
	16,683 00
Total.....	<u><u>77,403 07</u></u>

Receipts:

From tolls on coal, (including drawbacks to be allowed,).....	\$59,822 84
From tolls on lumber.....	55,281 60
From tolls on miscellaneous freight.....	30,430 10
From boat toll.....	7,246 42
From other sources, rents, &c.....	13,808 08
Total.....	<u>166,589 04</u>

Summary of expenses:

Maintaining and operating the canal.....	\$77,403 07
For dividends.....	None.
For interest.....	153,509 89
For surplus funds.....	None.
Tax on capital stock.....	400 06
United States tax.....	2,351 85
For other payments.....	753 01
Total.....	<u>234,417 82</u>
Total amount of surplus fund.....	<u>None.</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
George W. Dobbin	Baltimore.
Thomas Wilson.....	Baltimore.
Enoch Pratt.....	Baltimore.
R. K. Hawley.....	Baltimore.
George W. Howard.....	Baltimore.
Jacob Tome.....	Port Deposit
Wm. P. Jenks	Philadelphia
C. D'Invilliers.....	Philadelphia
Samuel C. Ford.....	Philadelphia.
Robert J. Mercer.....	Philadelphia
A. J. Antelo.....	Philadelphia.
H. C. Townsend.....	Philadelphia.
B. Andrews Knight, President.....	Philadelphia.
Robert D. Brown, Treasurer.....	Baltimore.
D. F. Shure, Superintendent.....	Darlington, Md.

(No. 134.)

UNION.

STATE OF PENNSYLVANIA, }
County, } ss:

Personally appeared Chas. P. Bayard, president, and Oscar Thompson, treasurer, of the Union canal company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) C. P. BAYARD, *President.*
O. THOMPSON, *Treasurer.*

Sworn and subscribed before me, this }
7th day of November, 1868. }
J. P. DELANEY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$2,907,850 00
Amount of stock subscribed	2,907,850 00
Total amount paid in of capital stock.....	2,907,850 00
Total amount of funded debt	3,000,000 00
The amount of floating debt.....	None.
Total amount now of floating and funded debt....	3,000,000 00
Average rate per cent. per annum of interest on funded debt	6 per cent.
Number of shares of stock.....	58,157
Par value of each share	\$50 00
Cost of canal and fixtures	<u><u>\$5,907,850 00</u></u>

CHARACTERISTICS OF CANAL.

Length of main line of canal, from Reading to Mid- dletown	77 ⁶⁴ / ₁₀₀ miles.
Number of branch canals, with the length of each, viz: One, from water works to Jonestown.....	10 miles.
Canals leased by the company	None.

Width of canal at top water line.....	43 feet.
Width of canal on bottom	28 "
Depth of water.....	4 ft. 6 in.
Length and breadth of locks: 17 feet by 90 in chamber; whole length.....	132 feet.
Number of basins	8
Number of houses	92
Number of locks: 88 lift and 3 guard locks.	
Number of weigh-locks.....	2
Number of tunnels	1
Number of bridges	103
Number of dams	16
Number of aqueducts	17
Number of miles of slack-water.....	5
Number of boats owned by the company.....	None.
Number of boats owned and run by private parties,	Can't answer.
Average tonnage of boats	80 to 100 tons.
Navigation opened.....	April 1st.
Navigation closed.....	Dec. 15th.
Feet of lockage on main line of canal	501
Value of real estate held by the company, exclusive of canal	\$12,500 00
Are the locks of wood, cut stone or composite?	Cut stone.
Give the number of each kind	All stone.

DOINGS OF THE YEAR IN TRANSPORTATION.

Gross amount of tonnage for the year, including branches and leased canals	132,110
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The amount of freight, specifying the quantity in tons of 2,000 lbs.:

Lumber.....	39,828	Iron and other ores	31,537
Shingles.....	141	Lime and limestone....	18,794
Anthracite coal.....	23,564	Agricultural products.....	2,693
Bituminous coal	792	Other articles	12,291
Pig iron, railroad iron and other iron or castings	2,470	Total	132,110

EXPENSES.

Maintaining the canal or real estate of the corporation:

	Maintenance of canal.	Canal improv't.
Ageducts	\$1,642 50	
Boats and flats	223 58	
Bridges	2,644 60	
Canal bed and banks	6,229 72	
Culverts	233 86	
Dams	721 78	\$4,865 46
Houses and repair shops	1,481 59	
Incidentals	3,049 47	
Locks	6,132 96	
Office expenses, rents, furniture	106 00	
Slope and vertical walls	252 78	
Stationery and printing	109 46	
Superintendence and engineering	4,785 00	
Real estate	73 10	
Tools and tool repairs	196 84	
Waste weirs and sluices	115 50	
Totals	<u>27,998 74</u>	<u>4,865 46</u>

Operating the canal:

Collectors and weigh-masters	\$2,270 04
Drawbacks and overcharges	50 00
Incidentals: engines and coal	15,416 45
Lock-keepers	6,286 00
Office expenses, rents and furniture	911 21
Stationery and printing	340 00
Superintendence	2,250 00
Total	<u>27,523 70</u>

Receipts:

From tolls on coal, lumber, miscellaneous freight, lockages and boat toll	\$53,663 01
Other sources, rents, &c.	7,166 97
Total	<u>60,829 98</u>

Summary of expenses :

Maintaining and operating the canal.....	\$55,522 44
For other payments.....	4,865 46
Total.....	<u>60,387 90</u>
Payments on account of construction.....	<u>\$4,865 46</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Wm. R. White.....	Philadelphia.
Thos. Williamson.....	Philadelphia.
Jas. B. M'Farland.....	Philadelphia.
Daniel Haddock, Jr.....	Philadelphia.
Chas. P. Bayard.....	Philadelphia.
Joshua Spering.....	Philadelphia.
Jas. Young.....	Middletown.
Gustavus S. Benson.....	Philadelphia.
John N. Hutchinson.....	Philadelphia.
Wm. P. Cresson.....	Philadelphia.
W. H. Gatzmer.....	Philadelphia.
W. C. Longstreth.....	Philadelphia.
Chas. P. Bayard, President.....	Philadelphia.
Oscar Thompson, Secretary and Treasurer.....	Philadelphia.
L. R. Hynicka, Superintendent.....	Lebanon.

(No. 135.)

WEST BRANCH AND SUSQUEHANNA.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared Isaac J. Wistar, president, and Alfred Mordecai, treasurer, of the West Branch and Susquehanna canal company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) I. J. WISTAR, *President.*

A. MORDECAI, *Treasurer.*

Sworn and subscribed before me, this }
 21st day of January, 1869. }

R. D. BARCLAY, *N. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$1,500,000 00
Amount of stock subscribed	1,100,000 00
Total amount paid in of capital stock.....	1,100,000 00
Total amount of funded debt	749,000 00
Total amount now of floating and funded debt, (less \$133,000 00 in sinking fund,)	616,000 00
Average rate per cent. per annum of interest on funded debt.....	6 per cent.
Number of shares of stock	22,000
Par value of each share	\$50 00

CHARACTERISTICS OF CANAL.

Length of main line of canal, from Junction to Far- randsville.....	123 miles.
Number of branch canals, with the length of each,	None.
Canals leased by the company	None.
Width of canal at top water line	40 feet.
Width of canal on bottom.....	28 feet.

Depth of water: Susquehanna division, $4\frac{1}{2}$ feet;

West Branch division, 4 feet.

Length and breadth of locks.....	17 by 90 feet.
Number of basins	58
Number of houses	33
Number of locks	38
Number of weigh-locks	1
Number of tunnels	None.
Number of bridges	191
Number of dams	7
Number of aqueducts	25
Number of miles of slack-water.....	19
Number of boats owned by the company.....	None.
Number of boats owned and run by private parties,	Cannot say.
Average tonnage of boats.....	90 to 95 tons.
Navigation opened.....	April 27.
Navigation closed.....	December 7.
Feet of lockage on main line of canal	$223\frac{3}{10}$
Value of real estate held by the company, exclu- sive of canal	None.
Are the locks of wood, cut stone or composite? Cut stone and composite.	
Give the number of each kind: Cut stone 26, and composite 12.	

DOINGS OF THE YEAR IN TRANSPORTATION.

Gross amount of tonnage for the year	<u><u>752,132$\frac{4}{10}$</u></u>
--------------------------------------------	------------------------------------------------

The amount of freight, specifying the quantity in tons of 2,000 lbs.:

Lumber	334,515 $\frac{7}{10}$
Anthracite coal.....	365,914 $\frac{5}{10}$
Bituminous coal	2,117 $\frac{7}{10}$
Pig iron, railroad iron, other iron or castings, iron and other ores, lime and limestone, agricultural products, merchandize, manufactures, live stock, and other articles, (class 1 to 4,).....	49,584 $\frac{4}{10}$
Total	<u><u>752,132$\frac{4}{10}$</u></u>

THE RATE OF TOLL CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

	DISTANCES IN MILES.												
	5 or less.	5 to 10	10 to 15	15 to 20	20 to 25	25 to 30	30 to 35	35 to 40	40 to 45	45 to 50	50 to 55	55 to 60	60 to 65
	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.
1st Class.—Agricultural implements, dry goods, hardware, machinery, drugs, earthen and queensware, furniture, liquors, leathers, iron, (except that in Class 3d,) leather, wool, oils, glass, paper and all other articles not enumerated,	22	30	38	46	53	60	67	73	80	85	90	95	100
2d Class.—Ground bark, provisions, groceries, seeds, hides, marble manufactured, rags, artificial fertilizers, guano, crude chemicals, cotton, sumac, clay pipes.....	16	22	28	34	40	45	50	55	60	64	68	72	76
3d Class.—Bark unground, bones, horns, burr blocks, mill and grind stones, fire-clay and bricks, charcoal, copper ore, fork and shovel handles, fruit, vegetables, marble unwrought, fish, soapstone, ashes—pot, pearl, and soda, salt, iron (pig, scrap, bar, bloom and railroad,) nails, spikes, cement, stones wrought, anconies, tar, pitch, rosin, slate, flour, wheat, corn, rye, oats and mill-feed, hay and straw....	12	16	20	24	28	31	34	37	40	43	46	49	52
4th Class.—Ashes leached, clay, bricks, earth, sand, limestone and stone unwrought, cinders, cord wood, manure, plaster, hoop-poles, split posts and rails, lime, iron ore.....	6	8	10	12	14	16	18	19	20	22	24	26	28
Powder.....	25	32	40	50	63	75	88	100	113	125	135	145	155
Mineral coal and railroad ties	8	12	16	18	22	24	26	28	29	30	32	34	36
Sawed lumber, including lath, shingles, staves, headings, &c., per ton	12	18	24	28	32	35	40	45	48	50	52	54	56
Rafts of all kinds, and logs, round or hewn, per 1,000 feet board measure.....	20	24	28	32	36	40	44	48	52	56	60	64	66

RATE OF TOLL—Continued.

PER TON OF 2,000 POUNDS.	DISTANCES IN MILES.													
	65	70	75	80	85	90	95	100	105	110	115	120	125	
	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.
<i>1st Class.</i> —Agricultural implements, dry goods, hardware, machinery, drugs, earthen and queensware, furniture, liquors, feathers, iron, (except that in Class 3d,) leather, wool, oils, glass, paper, and all other articles not enumerated.....	105	110	114	118	122	126	128	130	132	134	136	138		
<i>2d Class.</i> —Ground bark, provisions, groceries, seeds, hides, marble manufactured, rags, artificial fertilizers, guano, crude chemicals, cotton, sumac, clay pipes.....	80	82	84	86	88	90	92	94	96	98	100	102		
<i>3d Class.</i> —Bark unground, bones, horns, burr blocks, mill and grindstones, fire-clay and bricks, charcoal, copper ore, fork and shovel handles, fruit, vegetables, marble unwrought, fish soapstone, ashes—pot, pearl and soda, salt, iron, (pig, scrap, bar, bloom and railroad,) nails, spikes, cement, stones unwrought, anconies, tar, pitch, rosin, slate, flour, wheat, corn, rye, oats and mill feed, hay and straw.....	54	56	58	60	62	64	66	68	70	72	74	76		
<i>4th Class.</i> —Ashes leached, clay, bricks, earth, sand, limestone and stone unwrought, cinders, cord wood, manure, plaster, hoop poles, split posts and rails, lime, iron ore.....	30	32	34	36	38	40	42	44	45	46	47	48		
Powder	165	175	185	195	200	205	210	215	220	225	230	235		
Mineral coal and railroad ties.....	37	38	39	40	41	42	43	44	45	46	47	48		
Sawed lumber, including lath, shingles, staves, headings, &c., per ton.....	58	60	62	64	66	68	70	72	74	76	78	80		
Rafts of all kinds, and logs, round or hewn, per 1,000 feet board measure.....	70	72	74	76	78	80	82	84	86	88	90	91		

A drawback of fifty per cent. from the above rate on logs will be refunded to parties leasing basin privileges from the canal company.

EXPENSES.

Maintaining the canal or real estate of the corporation:

Aqueducts	\$20,927 51	
Boats and flats	7,614 54	
Bridges	15,161 35	
Canal bed and banks	60,642 52	
Clerks	2,102 05	
Culverts	3,235 25	
Dams	15,176 41	
Horses and horse keep	1,870 11	
Houses and repair shops	7,161 42	
Incidentals	1,947 78	
Locks	36,823 86	
Office expenses, rents, furniture	716 51	
Slope and vertical walls	2,650 41	
Stationery and printing	908 55	
Steamboats and dredge boats	9,303 87	
Superintendence and engineering	8,377 62	
Real estate	350 51	
Tools and tool repairs	6,093 43	
Waste weirs and sluices	3,189 28	
Watchmen	714 57	
	<hr/>	\$204,967 55

Operating the canal:

Collectors and weigh-masters	\$3,316 58	
Clerks	1,746 85	
Drawbacks and overcharges	7,698 95	
Incidentals	622 35	
Lock-keepers	7,110 04	
Office expenses, rents and furniture	450 19	
Stationery and printing	666 28	
Superintendence	1,727 44	
Taxes, State and National	7,253 82	
	<hr/>	30,592 50
Total		<hr/> <hr/> 235,560 05

Receipts :

From tolls on coal, lumber, miscellaneous freight, lockages and boat toll, (aggregate tolls account kept in gross, subject to drawbacks not yet calcu- lated,)	\$266,903 37
Other sources, rents, &c.	982 36
Total	<u>267,885 73</u>

Summary of expenses :

Maintaining and operating the canal	\$228,306 23
For interest	35,460 00
Sinking fund for mortgage	7,585 00
State tax on capital stock and tonnage and revenue,	8,213 82
United States tax	1,853 00
Total	<u>281,418 05</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
J. Edgar Thomson	Philadelphia.
Thomas A. Scott	Philadelphia.
H. J. Lombaert	Philadelphia.
G. B. Roberts	Philadelphia.
Samuel T. Bodine	Philadelphia.
Rathmel Wilson	Philadelphia.
Washington Butcher	Philadelphia.
J. G. Fell	Philadelphia.
Jos. B. Myers	Philadelphia.
Edward Roberts	Philadelphia.
Josiah Bacon	Philadelphia.
Wistar Morris	Philadelphia.
Isaac J. Wistar, President	Philadelphia.
Alfred Mordecai, Secretary and Treasurer	Philadelphia.
Thomas T. Wierman, Chief Engineer	Harrisburg.

(No. 136.)

WICONISCO.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Edward Gratz, president, and Simon Gratz, treasurer, of the Wiconisco canal company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) EDW'D GRATZ, *President.*
SIMON GRATZ, *Treasurer.*

Sworn and subscribed before me, this }
30th day of November, 1868. }

WILLIAMS OGLE, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$60,000 00
Amount of stock subscribed	59,680 00
Total amount paid in of capital stock	58,925 00
Total amount of funded debt	15,000 00
The amount of floating debt, say	12,560 00
Total amount now of floating and funded debt, say,	27,560 00
Average rate per cent. per annum of interest on funded debt.....	6 per cent.
Date and rate per cent. per annum of dividend or dividends: No dividend declared.	
Number of shares of stock.....	3,000
Par value of each share	\$20 00
	<hr/>
Cost of canal and fixtures, about.....	\$500,000 00
	<hr/>

CHARACTERISTICS OF CANAL.

Length of main line of canal, from Millersburg to Clark's Ferry.....	12 miles.
Number of branch canals, with the length of each,	None.
Canals leased by the company	None.

Width of canal at top water line	45 feet.
Width of canal on bottom	28 "
Depth of water	4 ft. 2 in.
Length and breadth of locks	90 by 17 ft.
Number of basins	1
Number of houses	4
Number of locks	7
Number of weigh-locks	None.
Number of tunnels	None.
Number of bridges	15
Number of dams	1
Number of aqueducts	3
Number of miles of slack-water	None.
Number of boats owned by the company	None.
Number of boats owned and run by private parties,	Uncertain.
Average tonnage of boats	83 tons.
Navigation opened, about the middle of March.	
Navigation will close (probably) about	December 15.
Feet of lockage on main line of canal	24
Value of real estate held by the company, exclusive of canal	\$300 00
Are the locks of wood, cut-stone or composite?	
Cut-stone and composite, with plank lining.	
Give the number of each kind: 3 cut-stone; 4 com- posite.	

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of tons of 2,000 lbs. of through freight for the year on main canal: 73,775 tons of coal and iron.

NOTE.—The quantity of lumber, lime and limestone, agricultural products and miscellaneous articles, which passed through the canal, cannot be given in tons.

The amount of freight, specifying the quantity in tons of 2,000 lbs.

	Amount in tons.
Lumber, (sawed,)	105,000 feet.
Wood	50 cords.
Timber	4,300 cubic ft.
Anthracite coal	73,708

Bituminous coal	65
Other iron or castings	2
Bark	122 cords.
Lime	23,212½ bu.
Limestone	675½ perch.
Grain	1,700 bushels.
Stone	424 perch.
Brick	15,600
Salt	653 bushels.
Total	<u><u>73,775</u></u>

The rate of toll charged for the respective classes per mile, as follows :

For lumber, per 1,000 feet board measure, (hemlock,) or for 1st class	1¼ cents.
For lumber, per 1,000 feet board measure, (pine and other lumber,) or for 2d class	1¼ “
Shingles, per 1,000, or for 3d class	1¼ “
Anthracite coal, per ton, or for 4th class	From ½ to 1 ct.
Bituminous coal, per ton, or for 5th class	“ “

EXPENSES.

Maintaining the canal or real estate of the corporation :

Cannot give detailed account of the items of expense of maintaining and operating the canal.

The total amounts to about	<u><u>\$9,000 00</u></u>
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Receipts :

Cannot itemize the receipts.

Total receipts	<u><u>\$9,785 20</u></u>
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Summary of expenses :

Total expenses	<u><u>\$9,933 60</u></u>
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This is exclusive of payments on account of construction.

Payments on account of construction	<u><u>\$6,800 00</u></u>
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NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Edward Gratz.....	Philadelphia.
Stacy B. Barcroft	Philadelphia.
Joseph W. Souder.....	Philadelphia.
Edward Gratz, Jr.....	Philadelphia.
E. Coppee Mitchell	Philadelphia.
Simon Gratz.....	Philadelphia.
William R. Valleau	Philadelphia.
Edward Gratz, President	Philadelphia.
Simon Gratz, Secretary and Treasurer.....	Philadelphia.
Francis Wenrich, Superintendent	Millersburg, Dauphin co.

(No. 137.)

WYOMING VALLEY.

STATE OF PENNSYLVANIA, } ss:
Luzerne County,

Personally appeared ———, president, and Samuel H. Lynch, treasurer, of the Wyoming Valley canal company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) JOSEPH H. DULLES, *President.*
 SAM'L H. LYNCH, *Treasurer.*

Sworn and subscribed before me, this }
 13th day of November, 1868, as for }
 SAM'L H. LYNCH, *Treasurer.*

LATHAN W. JONES, *N. P.*

Affirmed and subscribed before me, }
 by JOSEPH H. LYNCH, this 19th }
 day of December, A. D. 1868.

JOHN WHITE, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$1,350,000 00
Amount of stock subscribed	800,000 00
Total amount paid in of capital stock.....	800,000 00
Total amount of funded debt.....	600,000 00
The amount of floating debt.....	None.
Total amount now of floating and funded debt ...	600,000 00
Average rate per cent. per annum of interest on funded debt	6 per cent.
Date and rate per cent. per annum of dividend or dividends : None since October 21, 1867.	
Number of shares of stock.....	16,000
Par value of each share	\$50 00

COST OF CANAL AND FIXTURES.

Constructed by the State and enlarged, &c., estimated from best data at..... \$2,000,000 00

CHARACTERISTICS OF CANAL.

Length of main line of canal, from Wilkesbarre to Northumberland.....	64 miles.
Number of branch canals, with the length of each,	None.
Canals leased by the company	None.
Width of canal at top water line	40 feet.
Width of canal on bottom.....	28 "
Depth of water, (minimum)	4½ "
Length and breadth of locks.....	90 by 17 "
Number of basins	16
Number of houses	14
Number of locks	11
Number of weigh-locks	1
Number of tunnels	None.
Number of bridges	96
Number of dams	1
Number of aqueducts.....	7
Number of miles of slack-water.....	4
Number of boats owned by the company ; 7 gravel flats, 2 ferry flats, 1 dredge, 1 steam tug.	
Number of boats owned and run by private parties,	1,100
Average tonnage of boats	90 to 100 tons.
Navigation opened.....	April 16.
Navigation closed	Dec. 7.
Feet of lockage on main line of canal.....	90 feet.
Value of real estate held by the company, exclusive of canal: None except lock houses and lots.	
Are the locks of wood, cut stone or composite?	
Stone, faced with plank.	
Give the number of each kind	<u><u>All alike.</u></u>

DOINGS OF THE YEAR IN TRANSPORTATION.

Gross amount of tonnage for the year..... 403,854

The amount of freight, specifying the quantity in tons of 2,000 lbs.:

Lumber and shingles... ..	13,620	Agricultural products	5,210
Anthracite coal.....	347,048	Merchandize and manufactures,	3,538
Bituminous coal.....	4,340	Live stock.....	None.
Pig iron, railroad iron and other		Other articles.....	7,393
iron or castings	4,780		
Iron and other ores	4,515	Total	<u>403,854</u>
Lime and limestone.....	3,410		

The rate of toll charged for the respective classes per mile, as follows :

For lumber per 1,000 feet board measure, (hem-	
lock,) or for 1st class	5 mills.
For lumber per 1,000 feet board measure, (pine and	
other lumber,) or for 2d class.....	6 mills.
Shingles per 1,000, or for 3d class	6 mills per ton.
Anthracite coal, per ton, or 4th class: 6 mills except	
when pro-rated.	
Bituminous coal, per ton, or 5th class.....	6 mills.

Maintaining the canal or real estate of the corporation and operating the canal:

Aqueducts, boats and flats, bridges, canal bed and	
banks, clerks, culverts, dams, ferries, horses and	
horse keep, houses and repair shops, incidentals,	
locks, office expenses, rents, furniture, slope and	
vertical walls, stationery and printing, steamboats	
and dredge boats, superintendence and engineer-	
ing, real estate, tools and tool repairs, waste weirs	
and sluices, watchmen, wharfing, collectors and	
weigh-masters, clerks, drawbacks and overcharges,	
labor at ferries, incidentals, labor, lock-keepers,	
office expenses, rents and furniture, stationery and	
printing, superintendence and taxes, State and	
National	<u>\$73,052 91</u>

Receipts :

From tolls on coal, lumber, miscellaneous freight,	
lockages, boat toll and other sources, rents, &c.,	<u>\$124,894 78</u>

Summary of expenses :

Maintaining and operating the canal	\$73,052 91
For dividends, declared before November, 1867 ...	31,650 00
For interest.....	27,722 26
For surplus funds.....	None.
Tax on capital stock and tonnage	8,396 20
United States taxes.....	3,484 20
Total.....	144,305 57
Total amount of surplus fund.....	None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
John H. Brown	Philadelphia.
Benjamin Orne	Philadelphia.
Robert F. Taylor.....	Philadelphia.
John Eisenbery, Jr.....	Philadelphia.
Henry C. Lea	Philadelphia.
William Anspach.....	Philadelphia.
J. P. Steiner.....	Philadelphia.
Charles Parrish.....	Wilkesbarre.
Joseph H. Dulles, President.....	Philadelphia.
Andrew C. Dulles, Secretary.....	Philadelphia.
Samuel H. Lynch, Treasurer	Wilkesbarre.
Hudson Owen, Superintendent	Berwick, Pa.

TELEGRAPH REPORTS.

TELEGRAPH REPORTS.

(No. 138.)

ATLANTIC AND PACIFIC.

STATE OF NEW YORK, }
New York County, } ss :

Personally appeared Arthur F. Willmarth, president, and Alfred Nelson, treasurer, of the Atlantic and Pacific telegraph company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) A. F. WILLMARTH, *President.*
ALFRED NELSON, *Treasurer.*

Sworn and subscribed before me, this }
5th day of February, 1869, as wit- }
ness my hand and official seal.

THOS. F. GOODRICH, *Commissioner.*

STOCK AND DEBT.

Capital stock as authorized by law	\$5,000,000 00
Total amount now paid in of capital stock	552,000 00
Number of shares of stock	50,000
Par value of each share	\$100 00

COST OF LINE AND EQUIPMENT.

Construction, as far as completed, per mile	\$325 00
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Still in construction.

CHARACTERISTICS OF LINE.

Length of main line, from New York to Chicago, &c	1,425 miles.
Length of main line in Pennsylvania	46 “
Miles of wire in Pennsylvania, galvanized.....	92 “
Miles of wire in Pennsylvania, iron.....	None.
Number of stations in Pennsylvania.....	2
Number of poles to the mile	38
Number of persons employed in operating and maintaining line, (in Pennsylvania,).....	2
Number of miles of line in Pennsylvania under control of other corporations.....	None.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Number of miles.	Rates for ten words.*	Each additional word.
For one hundred miles or under	25 cents.	2 cents.
For one hundred miles and under two hundred miles.....	35 “	3 “
For two hundred miles and under three hundred miles	45 “	4 “
For three hundred miles and under four hundred miles.....	45 “	4 “
For four hundred miles and under five hundred miles.....	50 “	4 “

*Not regular.

Expenses, (Pennsylvania only :)

Maintaining and operating line and contingencies,	<u>\$1,150 00</u>
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Receipts, (Pennsylvania only :)

From messages	<u>\$1,166 46</u>
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NAMES AND RESIDENCE OF OFFICERS.

Directors or Trustees.	Post office address.
A. F. Willmarth, Vice President Home insurance company	New York.
R. J. Thorne, President Equitable insurance company.	New York.
Hon. Jas. Brooks	New York.
Hon. W. D. Snow	New York.
Hon. H. A. Smythe	New York.
H. F. Spaulding	New York.
C. A. Harper	New York.
John H. Mortimer	New York.
Wm. H. Guion	New York.
Rufus R. Graves	New York.
Elisha Brooks	New York.
John S. Lyle	New York.
Alfred Nelson	New York.
Sam'l F. Odell	New York.
John Allen, Jr	Buffalo, N. Y.
Henry M. Taber	New York.
Norman S. Bently	New York.
Ed. Burckhardt	New York.
H. D. Walbridge	New York.
A. W. Chapin	Springfield, Mass.
Chas. T. Shepard	Albany, N. Y.
Hon. Allen Munroe	Syracuse, N. Y.
Hon. Geo. W. Cuyler	Palmyra, N. Y.
Jas. N. Matthews	Buffalo, N. Y.
Horace S. Walbridge	Toledo, Ohio.
T. J. S. Flint	Chicago, Illinois.
T. T. Flagler	Lockport, N. Y.
Emory Wendell	Detroit, Michigan.
Hon. O. Noble	Erie, Pa.
H. M. Flagler	Cleveland, Ohio.
Wm. Blair	Chicago, Illinois.
Angus Smith	Milwaukee, Wis.
E. W. Hudson	Detroit, Michigan.
Rush R. Sloan	Sandusky, Ohio.
T. D. M'Millan	Cleveland, Ohio.
John G. Vose	New York.
U. C. Simons	Buffalo, N. Y.
A. F. Willmarth, President	New York.
C. A. Harper, Secretary	New York.
Alfred Nelson, Treasurer	New York.
M. L. Wood, Superintendent	New York.
R. J. Thorne, Trustee	New York.

(No. 139.)

BANKERS' AND BROKERS'.

STATE OF PENNSYLVANIA, }
 ——— County, } ss:

Personally appeared John L. Crawford, treasurer of the Bankers' and Brokers' telegraph company, and in due form of law made oath, that the statements in the within report are true, to the best of his knowledge and belief.

(Signed) JNO. L. CRAWFORD, *Treasurer.*

Sworn and subscribed before me, this }
 2d day of November, 1868. }

W. H. HAYWARD, *J. P.*

STATE OF MARYLAND, }
Baltimore City, } sct:

I hereby certify, that Wm. H. Hayward, Esq., before whom the annexed affidavit was made, and who has thereto subscribed his name, was, at the time of so doing, a justice of the peace of the State of Maryland, in and for the city of Baltimore, duly commissioned and sworn.

[L. S.] In testimony whereof, I hereto set my hand and affix the seal of the Superior Court of Baltimore city, this second day of February, A. D. 1869.

GEO. ROBINSON, *Clerk.*

STOCK AND DEBT.

Capital stock as authorized by law: 42,000 shares,
 par \$25 00 per share.

Total amount now paid in of capital stock	\$407,231 25
Total amount now of floating and funded debt ...	105,000 00
Rate per cent. per annum of interest on funded debt,	6 per cent.
Date and rate per cent. per annum of dividends ..	None.
Number of shares of stock	42,000
Par value of each share	\$25 00

COST OF LINE AND EQUIPMENT.

Construction	\$400,000 00
Equipment	2,050 00
Total.....	<u>402,050 00</u>

CHARACTERISTICS OF LINE.

Length of main line: Runs through State from Yardleyville (Delaware river) to Conowingo, (Susquehanna river,) passing through following towns and cities, with offices located at points marked (*,) viz: *Yardleyville, *Newton, Feasterville, Somerton, Bustleton, Frankford, *Philadelphia, Haddington, White House, *West Chester, Unionville, Upland, Jennerville, *Oxford, Hopewell, Octoraro, Eastland, Texas and Conowingo.

Length of main line in Pennsylvania	88½ miles.
Number of stations in Pennsylvania.....	5
Number of poles to mile: 40.....	3,617
Number of persons employed in operating and maintaining line, (in Pennsylvania,)	19
Number of miles of line in Pennsylvania under control of other corporations	<u>None.</u>

We have five wires between Yardleyville and Philadelphia, a distance of twenty-nine and one-half miles, and three wires between Philadelphia and Conowingo, distance fifty-nine miles.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Number of miles.	Rates for ten words.	Each additional word.
For one hundred miles or under	25 cents.	2 cents.
For one hundred miles and under two hundred miles	35 “	2 “
For two hundred miles and under three hundred miles	40 “	3 “

Expenses, (Pennsylvania only :)

Maintaining and operating line.....	\$22,623 67
Contingencies	500 00
Total.....	<u>23,123 67</u>

Receipts, (Pennsylvania only :)

From messages.....	\$33,608 19
Miscellaneous	1,560 00
Total.....	<u>35,168 19</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
G. Hilton Scubrier.....	New York.
A. Robinson.....	New York.
George Gildersleve....	Baltimore.
George A. Pohe.....	Baltimore.
Jos. W. Whitney.....	Baltimore.
Wm. Callow, President.....	Baltimore.
J. L. Crawford, Treasurer..	Box 1223, Baltimore.
J. W. Dyer, Superintendent.....	Box 1903 Philadelphia.

(No. 140.)

FRANKLIN.

STATE OF MASSACHUSETTS, } ss:
Suffolk County,

Personally appeared Joseph B. Stearns, president, and William Macomber, treasurer, of the Franklin telegraph company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief; but the present company was formed by the consolidation of two companies, and the present officers can only give estimates, by investigation, as answers to many of the interrogatories proposed and answered. Said consolidation was upon the basis of \$290,000 as the actual worth of the property of the two companies.

(Signed) J. B. STEARNS, *President.*

WILLIAM MACOMBER, *Treasurer.*

Sworn and subscribed before me, this }
 12th day of November, 1868. }

HORATIO G. PARKER, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$1,000,000 00
Amount paid in as by last report.....	1,000,000 00
Total amount now paid in of capital stock.....	1,000,000 00
Funded debt, as per last report.....	75,000 00
Total amount now of funded debt.....	75,000 00
Floating debt, as by last report.....	30,000 00
Total amount now of floating debt.....	30,000 00
Total amount now of floating and funded debt....	105,000 00
Rate per cent. per annum of interest on funded debt.....	7 per cent.
Date and rate per cent. per annum of dividends..	None.
Number of shares of stock.....	10,000 00
Par value of each share.....	\$100 00

COST OF LINE AND EQUIPMENT.

Total construction and equipment..... \$545,000 00

CHARACTERISTICS OF LINE.

Length of main line, from Boston to Washington, 750 miles.
Length of main line in Pennsylvania..... 120 “
Miles of wire in Pennsylvania, galvanized..... 120 “
Miles of wire in Pennsylvania, iron..... None.
Number of stations in Pennsylvania..... 6
Number of poles to the mile..... 36
Number of persons employed in operating and
maintaining line, (in Pennsylvania,)..... 33
Number of miles of line in Pennsylvania under
control of other corporations..... None.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Number of miles.	Rates for ten words.	Each additional word.
For one hundred miles or under	25 to 40c.	2 and 3c.
For one hundred miles and under two hundred miles.....	25 to 40c.	2 and 3c.
For two hundred miles and under three hundred miles.....	30 to 50c.	2 and 3c.
For three hundred miles and under four hundred miles.....	40 to 50c.	
For four hundred miles and under five hundred miles.....	50 to 55c.	2 and 4c.

Expenses, (Pennsylvania only:)

Total maintaining and operating the line..... \$19,759 16

Receipts, (Pennsylvania only:)

From messages..... \$21,105 83
From miscellaneous..... None.
Total..... 21,105 83

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Charles Allen Browne.....	Boston.
James M. Shaw.....	Boston.
James H. Freeman.....	Boston.
Samuel L. French.....	Boston.
E. B. Welch.....	Boston.
James W. Brown.....	Boston.
Henry E. Granniss.....	New York.
John S. Roberts.....	New York.
Joseph B. Stearns.....	Boston.
Joseph B. Stearns, President.....	Boston.
William Macomber, Clerk.....	Boston.
William Macomber, Treasurer.....	Boston.
James G. Smith, Superintendent.....	New York.

PHILADELPHIA AND NORRISTOWN

(No. 141.)

PHILADELPHIA AND NORRISTOWN.

NORRISTOWN, Dec. 30, 1869.

To Hon. J. F. HARTRANFT,

Auditor General:

DEAR SIR:—The blank mailed from your office to my address as president of the Philadelphia and Norristown telegraph company, in pursuance of the act of April 14th, 1868, was duly received.

In reply I would respectfully state, that to the best of my knowledge and belief, the said Philadelphia and Norristown telegraph company has ceased to exist.

The line now in operation between Philadelphia and Norristown is an individual line, and is assessed and taxed as money at interest.

Respectfully,

SAM'L BROWN, JR.

(No. 142.)

PHILADELPHIA, READING AND POTTSVILLE.

STATE OF PENNSYLVANIA, }
Berks County, } ss:

Personally appeared David E. Stout, treasurer of the Philadelphia, Reading and Pottsville telegraph company, and in due form of law made oath, that the statements in the within report are true, to the best of his knowledge and belief.

(Signed) DAVID E. STOUT, *Treasurer.*

Sworn and subscribed before me, this }
 11th day of January, 1869. }

MATTHIAS MENGEL, *Alderman.*

As the president, Mr. M. S. Wickersham, is at present in Europe, it is impossible to obtain his affidavit.

STOCK AND DEBT.

Capital stock as authorized by law	\$50,000 00
Total amount now paid in of capital stock	20,000 00
Date and rate per cent. per annum of dividends..	No dividends.
Number of shares of stock	400
Par value of each share	\$50 00

COST OF LINE AND EQUIPMENT.

Construction	\$20,432 05
Equipment	6,309 55
Total	<u>26,741 60</u>

CHARACTERISTICS OF LINE.

Length of main line from Philadelphia to Pottsville,	101 miles.
Length of main line in Pennsylvania	101 "
Miles of wire in Pennsylvania, galvanized	333½ "
Number of stations in Pennsylvania	42
Number of poles to the mile	31

Number of persons employed in operating and maintaining line, (in Pennsylvania,)	13
Number of persons employed in operating and maintaining line in Pennsylvania, by Philadelphia, Reading and Pottsville telegraph company	68

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Number of miles.	Rates for ten words.	Each additional word.
For one hundred miles or under	15 cents.	1 cents.
For one hundred miles and under two hundred miles	25 "	2 "
For two hundred miles and under three hundred miles	35 "	3 "
For three hundred miles and under four hundred miles	35 "	3 "

Expenses, (Pennsylvania only:)

Total for maintaining and operating line	\$24,427 70
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Receipts, (Pennsylvania only :)

From messages	\$11,782 90
Micellaneous	205 22
Total	11,988 12

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
John Tucker.....	Philadelphia.
H. H. Muhlenberg.....	Reading.
G. A. Nicolls.....	Reading.
F. W. Hughes.....	Pottsville.
M. S. Wickersham, President.....	Philadelphia.
D. E. Stout, Secretary and Treasurer	Reading.
C. T. Sellers, Superintendent.....	Reading.

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